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LATAM
CARGO

LATAM GROUP ANNUAL INTEGRATED REPORT



INDEX

03 PRESENTATION

- 07 Highlights
- 09 Letter from the CEO
- 13 WHO WE ARE
- 14 LATAM group
- 16 Purpose
- 17 Strategy
- 18 Value generation model
- 19 A journey through history
- 21 Awards and recognitions

23 OUR BUSINESS

- 25 Industry context
- 26 Financial results
- 28 Debt profile
- 29 Investment Plan
- 31 Stock information

32 CORPORATE GOVERNANCE

- 34 Ownership structure
- 40 Board of Directors
- 49 Organizational chart
- 50 Management Team
- 55 Corporate guidelines
- 67 Stakeholder engagement
- 70 Financial policies

75 OPERATIONS

- 77 Passenger operations
- 79 Cargo operations
- 83 Joint Venture with Delta Air Lines
- 84 Fleet

89 CLIENTS

- 91 Passenger operations
- 100 Cargo operations
- 102 Innovation
- 103 Technology, cybersecurity and data protection

111 EMPLOYEES

- 112 Who makes up LATAM group
- 115 Talent management
- 121 Diversity and inclusion

124 COMMITMENT TO SUSTAINABILITY

- 125 Sustainability strategy
- 132 Environmental management
- 140 Climate change management
- 151 Circular economy
- 159 Shared value

163 SAFETY

- 165 Customer safety
- 171 Occupational safety
- 177 Civil aviation and property security

181 SUPPLIERS

- 182 Supply chain management
- 186 Supplier selection and evaluation
- 194 Guidelines
- 195 Payment policies

197 ABOUT THE REPORT

- 198 Double materiality analysis
- 201 GRI and SASB content index
- 206 NCG N°519 content index
- 207 Glossary
- 208 External assurance

210 ANNEXES

- 211 Who we are
- 216 Corporate government
- 225 Our business
- 256 Suppliers
- 257 Commitment to sustainability
- 269 Employees
- 280 About the report

284 FINANCIAL REPORTS

- 285 Financial statements
- 372 Affiliates and subsidiaries
- 410 Financial analysis
- 418 Sworn statement
- 419 Corporate structure



01

_PRESENTATION

07 HIGHLIGHTS

09 LETTER FROM THE CEO



FOREWORD

NCG 519: 12. FINANCIAL REPORTS
GRI 2-2 AND 2-3

In this Integrated Report, LATAM Airlines Group S.A. is presenting the main achievements and challenges throughout 2024, considering the different areas of the business (economic, social and environmental), as well as the relationship with its stakeholders.

The information provided covers the period from January 1, 2024 to December 31, 2024 and complies with the requirements of General Standard (NCG, for its Spanish acronym) No. 519 of the Chilean Financial Market Commission (CMF, for its Spanish acronym), which amended NCG No. 461 and NCG No. 30, in terms of their requirements for sustainability and corporate governance information in annual reports.

In addition, sustainability information includes the metrics defined by the Sustainability Accounting Standards Board (SASB) for the transportation industry, specifically the airline sector. It also considers the Global Reporting Initiative (GRI), globally recognized as a key standard for sustainability disclosure. Likewise, it incorporates indicators from the S&P

Global Corporate Sustainability Assessment (CSA) and Ecovadis, taken annually on a voluntary basis by the LATAM group.

It should be noted that the Consolidated Financial Statements of LATAM Airlines Group S.A., which include the financial position as at December 31, 2023 and 2024, are an essential part of this Integrated Report and have been externally audited by PricewaterhouseCoopers (PwC). These are available on the websites of the CMF and LATAM group's Investor Relations, together with this Integrated Report, as at March 2025.



CONVENTIONS

Currency and Exchange Rate

LATAM Airlines Group S.A. maintains accounting records and prepares its financial statements in US dollars (US\$). At the same time, some of its affiliates use Chilean pesos (CLP\$), Colombian pesos (COP\$) or Brazilian reals (BRL\$). However, their Consolidated Financial Statements include the results of these affiliates converted into US\$.

On the other hand, in accordance with the International Accounting Standards (IASB), assets and liabilities consider the exchange rate at the end of the period. In turn, the income and expense accounts take into account the exchange rate at the date of the transaction; however, a monthly exchange rate may be adopted if the rates do not vary widely.

Names

References to “LATAM”, “LATAM Airlines Group”, the “Company” or the “parent company” are for LATAM Airlines Group S.A., and references to “the LATAM group”, or the “group” are for LATAM Airlines Group S.A. and its consolidated passenger and cargo affiliates. These are Transporte Aéreo S.A. (LATAM Airlines Chile); LAN Airlines Perú S.A. (LATAM Airlines Peru), Aerolane, Líneas Aéreas Nacionales del Ecuador S.A. (LATAM Airlines Ecuador); LAN Argentina S.A. (LATAM Airlines Argentina, formerly Aero 2000 S.A.); Aerovías de Integración Regional, Aires S.A. (LATAM Airlines Colombia); TAM S.A. (TAM or LATAM Airlines Brazil); Transportes Aéreos del Mercosur S.A.(LATAM Paraguay); and the cargo subsidiaries, which are: LAN Cargo S.A. (LATAM Cargo) Línea Aérea Carguera de Colombia S.A. (LANCO or LATAM Cargo Colombia);, and Aerolinhas Brasileiras S.A. (ABSA or LATAM Cargo Brazil).

Other references to LATAM, as the context may require, refer to the LATAM brand, launched in 2016, and comprises, under one internationally recognized name, all of the affiliate brands, such as LATAM Airlines Chile, LATAM Airlines Peru, LATAM Airlines Argentina, LATAM Airlines Colombia, LATAM Airlines Ecuador, and LATAM Airlines Brazil.

● Cargo Affiliates

This refers to the group of cargo operators, i.e. LAN Cargo S.A. (LATAM Cargo), Línea Aérea Carguera de Colombia S.A. (LANCO or LATAM Cargo Colombia) and Aerolinhas Brasileiras S.A. (ABSA or LATAM Cargo Brasil).

● LAN

Mentions of LAN refer to LAN Airlines S.A., currently LATAM Airlines Group S.A. This is due to circumstances and events occurring prior to the completion date of the combination between LAN Airlines S.A. and TAM S.A.

● TAM

Unless the context requires another form, mentions of TAM refer to TAM S.A. and its consolidated subsidiaries, including TAM Linhas Aéreas S.A. (TLA), which operates under the name LATAM Airlines Brazil, Fidelidade Viagens e Turismo Limited (TAM Viagens) and Transportes Aéreos del Mercosur S.A. (TAM Mercosur).

Independent assurance

NCG 519: 9.2 INDEPENDENT ASSURANCE
GRI 2-5

The contents and indicators associated with the standards of the Sustainability Accounting Standards Board (SASB), the Global Reporting Initiative (GRI), and those suggested by the S&P Global Corporate Sustainability Assessment (CSA) have been subjected to external verification by PricewaterhouseCoopers (PwC), ensuring an independent, thorough and comprehensive evaluation.

Meanwhile, the set of information that has been verified and the standards used for each metric are indicated in the letters provided by the auditors, available in chapter “About this Report”.





Guide to reading the report

In this Integrated Report, LATAM group presents the information corresponding to each standard used, organized according to the labels listed below. In addition, for easier access to information, a consolidation of metrics is included in two content-specific indices, available in chapter “About this Report”.

NCG 519
Contents of General Standard No. 519 (which amended No. 461) applicable to Chilean Annual Reports.

SASB
Contents for the transportation industry, specifically the airline sector, in the Sustainability Accounting Standards Board (SASB).

GRI
Contents of the international standard Global Reporting Initiative (GRI).

CSA
Suggested content from the 2024 S&P Global Corporate Sustainability Assessment.

More information

GRI 2-3
Any suggestions, comments and/or concerns about this Integrated Report can be submitted to the following e-mail addresses: investorrelations@latam.com and/or sostenibilidad@latam.com

HIGHLIGHTS

FINANCIAL PERFORMANCE

TOTAL REVENUE

US\$13,034MILLION

+10.6% VS. 2023

ADJUSTED EBITDAR

US\$3,108MILLION

+22.7% VS. 2023

NET INCOME

US\$977MILLION

+67.9% VS. 2023

Financial highlights 2024

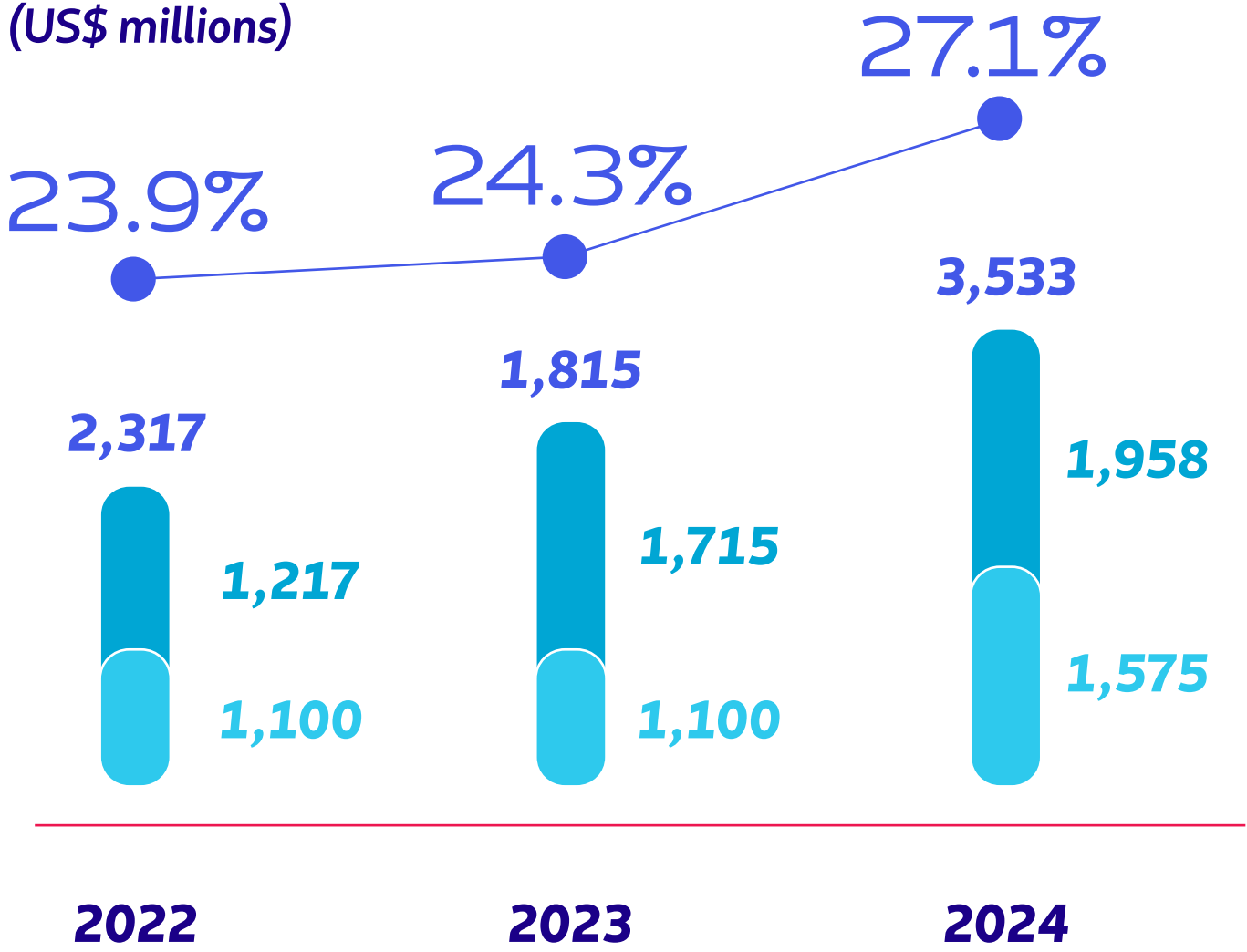
Historic financial results for LATAM group.

Return to the New York Stock Exchange (NYSE).

Successful refinancing of a large portion of non-fleet-related debt, totaling US\$1.4 billion at a 7.875% rate.

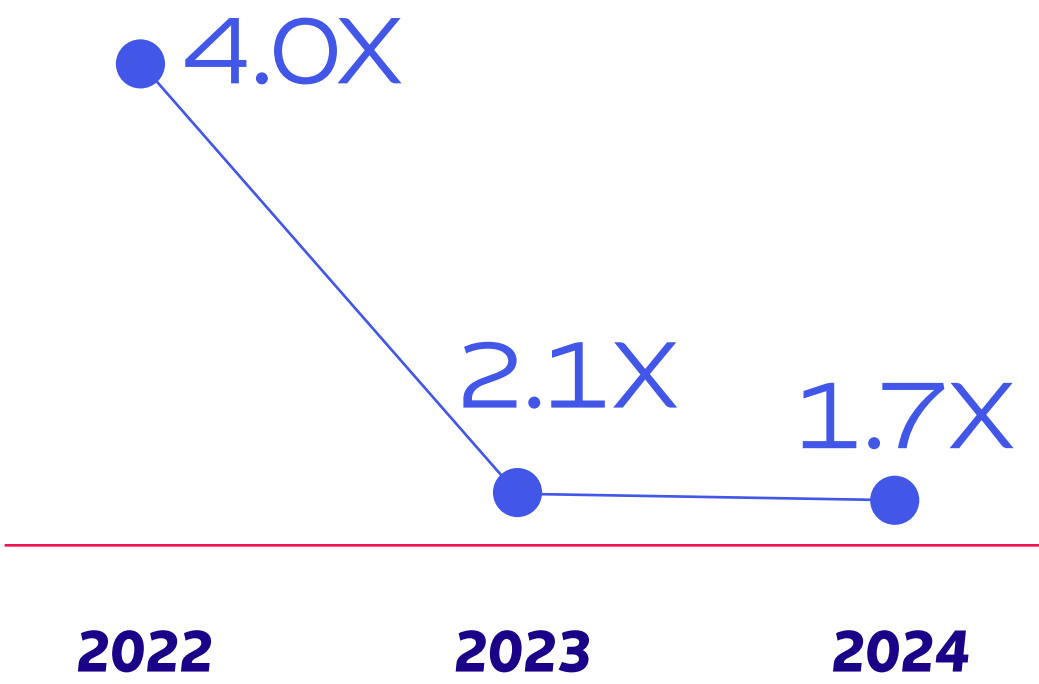
First sustainability-linked loan for an airline in South America, totaling US\$300 million.

LIQUIDITY (US\$ millions)



- Liquidity (Measured with the last twelve months of total revenue)
- Cash and cash equivalents
- Available revolving credit lines (RCF)

ADJUSTED NET LEVERAGE (Net Debt / Adjusted EBITDAR)



SEE MORE
In the “Our business” chapter



OPERATIONS

82 MILLION PASSENGERS

+11.0% vs. 2023

Passenger Business

+ 15.1%

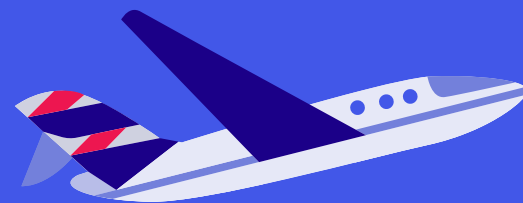
Increase in capacity (ASKs)

Cargo Business

+ 12.5%

Increase in capacity (ATKs)

347 aircraft in LATAM group's fleet



16 AIRCRAFT received in 2024

CUSTOMERS

THE FOURTH MOST PUNCTUAL AIRLINE IN THE WORLD
(SOURCE: CIRIUM)

51 POINTS NPS

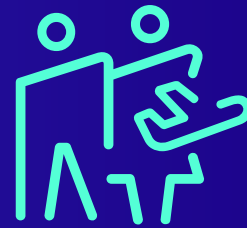
Passenger Business

50 POINTS NPS

Cargo Business

49 MILLION

members in the LATAM Pass loyalty program



NPS: Net Promoter Score

SUSTAINABILITY



THE MOST SUSTAINABLE AIRLINE IN THE AMERICAS AND THE 5TH WORLDWIDE, ACCORDING TO THE 2024 CSA RESULTS FROM S&P GLOBAL

AROUND 5,000

people transported under the Avión Solidario program in 2024

NEARLY 500,000

tons of CO₂e managed through reduction and offsets.



LETTER FROM THE CEO

GRI 2-22



We ended 2024 proud to have made significant progress and achievements for LATAM group. During the year, LATAM group achieved significant improvements for employees, customers and the environment in a context of solid growth, which allowed us to generate record financial results.

LATAM group continues to offer unparalleled connectivity, operating 163 destinations in 27 countries and having carried 82 million individuals, which represents the largest number of passengers transported by the group in its history. These results were the consequence of the group having increased its passenger operations by 15.1% compared to 2023.

The cargo business also made significant progress. The group was able to transport 998 thousand tons, generating a 12.3% increase in revenues compared to the previous year. Specifically, the affiliates showed outstanding performance on routes to and from Europe—a segment in which they increased their corresponding market shares. All of these achievements were possible, thanks to the group’s ability to rapidly adapt to changing and competitive markets, where we seized opportunities to expand and consolidate our operations.

At the financial level, we achieved solid financial results. Total revenues reached US\$13,034 million, translating into a 10.6% increase compared to the

previous year. In this context, our profitability also showed significant improvements. Our adjusted EBITDAR was US\$3,108 million, exceeding our guidance published at the beginning of the year.

During the year (2024), LATAM group made significant achievements for employees, customers and the environment, in a context of solid growth, which allowed us to generate record financial results.

During the year, we also met LATAM Airlines Group S.A.’s important objective of returning to trade on the New York Stock Exchange (NYSE) and resuming the American Depositary Receipts (ADRs) program. On October 22, we held our Bell Ringing Ceremony—a milestone that marked our long-awaited return to the world’s leading stock market. On that same day, we held our first Investor Day in New York, which focused on LATAM group’s value proposition in the region and our plan to drive sustained and profitable growth. In turn, in December, the first ever Sustainability-Linked Loan was arranged, for a total of US\$300 million, becoming the only airline in South America to have carried out a financial transaction of this type to date.

Just, empathetic, transparent and straightforward(JETS)

Aligned with our principle of being Just, Empathetic, Transparent and Straightforward (JETS), we have continued to strengthen our relationship with our employees and customers, and 2024 confirms this as a year of good results. In the case of the group's employees, the Organizational Health Index (OHI), which measures internal employee satisfaction, reached 79 points—the highest level recorded since we began measuring it, in 2012—reflecting the commitment and dedication of the group's nearly 39,000 workers.

On the other hand, our efforts and focus on improving our customers' experience also show important advances. For the fifth consecutive year, LATAM group was one of the five most punctual airlines in the world. This achievement, together with multiple changes and improvements in operational and customer service processes, allowed us to reach a Net Promoter Score (NPS) of 51 points in 2024—3 points higher, compared to 2023.

The improvement in passenger satisfaction was complemented by a decrease in the complaint rate. In Chile, LATAM reduced the rate by 21.8% compared to 2023 and has had a 70% reduction in complaints over the last five years, according to the report prepared by the Civil Aeronautics Board (JAC,

for its Spanish acronym) based on figures from the National Consumer Service (SERNAC, for its Spanish acronym).

LATAM Airlines Colombia also lowered its complaints rate. In the case of the Superintendence of Transportation, 1,103 claims were filed—down 11% from 2023—which corresponds to 0.01% of the total passengers carried by the airline in 2024. On the SIC Facilita platform of the Superintendency of Industry and Commerce, 51% fewer complaints were filed compared to 2023.

On the other hand, LATAM Airlines Brazil was chosen as the airline with the “Best Service in Brazil”, according to the Reclame Aqui portal. This recognition is considered one of the most relevant in terms of service and reputation in Brazil and is the result of a series of investments made for passengers.

To improve our customers' travel experience, the aircraft renovation process continued last year with a full overhaul of the cabin interiors with new seats, in-flight entertainment and design improvements. At yearend, 100% of the group's narrow-body fleet and 54% of its wide-body fleet had been overhauled. In turn, the group also made progress in the implementation of free Wi-Fi for LATAM Pass customers on domestic and regional flights in the narrow-body fleet—a service that covers 100% of the fleet in the Brazilian affiliate and 75% in the Chilean, Peruvian, Colombian and Ecuadorian affiliates.

Aligned with our principle of being Just, Empathetic, Transparent and Simple (JETS), we have continued to strengthen our relations with our employees and customers, and 2024 confirms this as a year of good results

Last, with regard to LATAM Pass, the loyalty program, already has 49 million members globally—the seventh largest in the world. At the same time, important changes to the program were announced during 2024 (effective as of 2025) to provide more options for earning and redeeming points and miles, making it more appealing to frequent flyers.

Commitment to Sustainability

Last year was a key year for reaffirming the group's commitment to sustainability. In addition to achieving significant results with regards to the group's roadmap, the strategy continued to be strengthened, incorporating recent scientific evidence and considering the outcome of regulatory definitions and public policies, to ensure that it remains up to date and addresses the current challenges of the industry and the environment.

Among the outstanding results, the environmental management system implemented in LATAM group's

operations was recertified as IENVA stage II—the highest level of the IATA environmental assessment program—and also integrated the energy management system for operations in Chile. In climate change management, through new technologies and continuous improvement in operations focused on fuel savings and efficient use LATAM group achieved a reduction of more than 98 thousand tons of CO₂e in 2024, in addition to nearly 400 thousand tons of CO₂e emissions offset through the conservation of more than 278,903 hectares of savannah floodplains and forests in the Colombian Orinoco region.

On the other hand, in the circular economy pillar, initiatives to eliminate single-use plastic continue to be strengthened. Thanks to this, a 97% elimination rate was achieved in the group's operations in 2024. Moreover, with the goal of becoming a zero-waste-to-landfill group, we managed to divert 57% of the waste managed out of the 5,174 tons per year that are now part of LATAM group's waste management system.

Last, within the framework of the Avión Solidario program, in addition to working with 47 organizations across the region to improve access to healthcare and environmental conservation, we continue to make ourselves available to collaborate in transporting humanitarian aid in emergency situations. A prime example was the response during the 2024 floods in Brazil, where we mobilized resources to assist both



the affected communities and the Brazilian affiliate's employees, and where nearly 200 tons of supplies and basic care items were transported.

Thanks to the work done and to LATAM's outstanding performance in the S&P Global Corporate Sustainability Assessment (CSA), LATAM Airlines Group S.A. returned to the prestigious Dow Jones Sustainability Indexes (DJSI) in 2024, positioning itself as the most sustainable airline in the Americas and the fifth most sustainable worldwide.

All of this would have been impossible without the tireless commitment of all our employees, who met every challenge with resilience and a common sense of purpose. Their efforts are undoubtedly the basis of our solid results.

To our shareholders, I also wish to express our gratitude for their trust and support. Together, we are building a stronger LATAM group, increasingly connected to its customers, its employees and its environment.

We are aware of the challenges we face, but also of the opportunities that lie ahead. Therefore, every step is geared towards growth in the different markets, improving operations and generating shareholder value.

Undoubtedly, the future poses significant challenges, but at the same time, it is promising. I have no doubt that, with your support, the LATAM group will continue to soar to new heights. Let us continue to work together to turn opportunities into tangible successes and remain a benchmark of excellence in the airline industry.

ROBERTO ALVO
CEO OF LATAM AIRLINES GROUP S.A.

RETURN TO THE NEW YORK STOCK EXCHANGE

On October 22, 2024, LATAM Airlines Group S.A. rang the market opening bell on the New York Stock Exchange (NYSE), marking a new chapter in its history and reaffirming its commitment to both growth and consolidation in the global airline industry.





_WHO WE ARE

14 LATAM GROUP

16 PURPOSE

17 STRATEGY

18 VALUE GENERATION MODEL

19 A JOURNEY THROUGH HISTORY

21 AWARDS AND RECOGNITIONS



LATAM GROUP

NCG 519: 6.1.I INDUSTRIAL SECTOR AND 6.2.I BUSINESSES
GRI 2-1, 2-6 AND 3-3

LATAM group has domestic operations in five countries: Brazil, Chile, Colombia, Ecuador and Peru. Likewise, it connects the Americas, Europe, Africa and Oceania through an extensive network.

Passenger agreements
with 57 airlines

Commercial passenger
agreements with 55
airlines

Passenger code share
agreements with 30
airlines

163

Destinations
12 exclusively for cargo

31

Countries, total
4 exclusively for cargo



MAIN BUSINESSES OF LATAM GROUP

NCG 6.1.I “INDUSTRIAL SECTOR” AND “BUSINESSES”



LATAM Airlines is the passenger business of LATAM and its affiliates; together, they are the largest group of airlines in South America and one of the largest in the world¹. With a global network spanning more than 150 destinations across four continents, it is the leader in the regional market, with more than twice the share of its closest competitor. Its fleet of 326 aircraft, including 58 wide-body, connects millions of passengers from, to and within Latin America, providing a unique travel experience.



LATAM Cargo is LATAM group’s cargo unit, whose main purpose is to offer air freight transportation solutions to, from, and within Latin America. As the largest air cargo carrier in the region, it has a network of 163 destinations (12 cargo-only). It has a fleet of 21 freighter aircraft, together with the capacity in the holds of passenger flights, creating synergies between both businesses and allowing for a flexible and efficient operation.

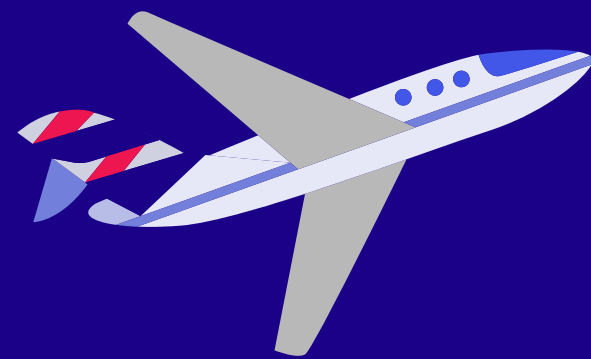


LATAM Pass is LATAM group’s loyalty program and the largest in South America, with more than 49 million members. Recognized as the leading frequent flyer program in the region, LATAM Pass allows members to earn miles on flights, purchases and services, which can then be redeemed for tickets, upgrades and exclusive experiences.

¹ In terms of capacity measured in ASK (Acronym for “Available seats-kilometer”).

NCG 519: 2.1. MISSION, VISION, PURPOSE AND VALUES

ELEVATE EVERY SINGLE JOURNEY.



PURPOSE

For a decade, LATAM group’s purpose was to “Take clients’ dreams to their destinations.” Meanwhile, during 2024, after a process of deep reflection and review, LATAM group overhauled its organizational purpose, focusing on something more profound and connected to the experiences it provides.

This new purpose reflects that the LATAM group is not only focused on transporting people and cargo, but also on providing a complete experience at all times. Moreover, it encompasses various stakeholders, including employees, customers, and the environment, among others.

MISSION

To connect Latin America to itself and to the world through a broad passenger and cargo transportation network, operating with safety and customer service, and maintaining a balance between economic growth, efficiency, environmental care and social well-being.

VISION

To be the leading airline group in Latin America, recognized for its commitment to social responsibility and its focus on being fair, empathetic, transparent and straightforward (JETS, for its Spanish acronym) in its interactions with employees, customers and other key stakeholders.

VALUES

SAFETY

To ensure, at all times, the safety of both employees and customers.

BE CARING

To genuinely care about people’s needs and offer a fair, empathic, transparent and straightforward experience (JETS, for its Spanish acronym).

SUSTAINABILITY

To continually seek balance between economic growth, efficiency, environmental care and social well-being for a more sustainable future.

STRATEGY

NCG 519: 4.2 STRATEGIC OBJECTIVES

Annually, LATAM group undertakes an annual cross-cutting strategic planning process to review and/or establish strategic objectives for both the medium and long term, which are currently provided below:

To be a dedicated airline group focused on providing the best solution to its customers

UNIQUE PRODUCT AND CONNECTIVITY

To offer the best range of destinations to, from and within Latin America, providing an attractive frequent flyer program and alternatives that cover passengers' various reasons for travel. In addition, to offer an excellent freight service, optimizing the assets deployed throughout the continent and across the world.

 **Unique network**
Diversified product
Strategic agreements

CUSTOMER EXPERIENCE AS A FOCAL POINT

To offer a customer-centric service, guaranteeing reliability, operational safety and generating loyalty through the LATAM Pass program, increasing the benefits for passengers.

 **Comprehensive and personalized experience**
Investments in technology
Reliability

CULTURE OF COMMITTED INDIVIDUALS

To maximize employee motivation and commitment to offer a close, cheerful and caring service, capitalizing on their passion and dedication to offer constant care to both passengers and cargo customers

 **Development culture**
Diversity and Inclusion (D&I)
Efficiency in talent management

To be a financially sound and healthy airline group

OPERATIONAL EXCELLENCE

To continue to offer a frictionless and safe operation for employees, as well as passengers and cargo customers alike.

 **Safety**
On-time performance
Proactive risk management
Good relationships with suppliers

EFFICIENT PERFORMANCE AND AN OPTIMAL CAPITAL STRUCTURE

To maintain a solid capital structure that will ensure long-term sustainability through a robust financial structure, efficient operations, and sustainable growth.

 **Operating efficiency**
Sound financial indicators

To be an airline group that takes on the challenges of the future

SOCIAL AND SUSTAINABLE ASSET

To become a key player in promoting social, environmental and economic development in the countries where it operates. In addition, to work to contribute to the well-being of communities and environments, through partnerships and the establishment of long-term connections with the various stakeholders.

 **Sustainability Strategy**

DIGITAL INTEGRATION

To transform the way we work to leverage digital integration, achieving greater daily efficiency.

 **Continuous innovation**
Security and data protection
Cybersecurity



VALUE GENERATION MODEL

01 INPUTS

LATAM group uses capital of various natures (human, financial, natural, intellectual, social and relational, and industrial) that serve as inputs to carry out its own business.

02 ACTIVITIES

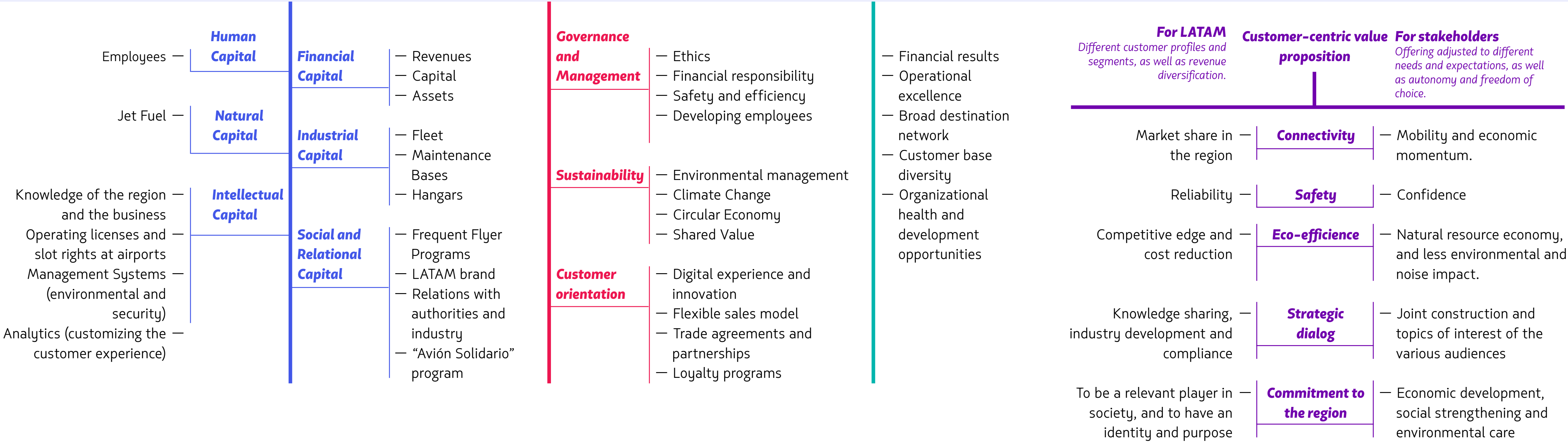
LATAM group transforms these inputs into results and impacts through its activities.
What we do and how we do it.

03 RESULTS

Materialization of the work:
The results are the most visible dimensions of the operation.

04 IMPACTS

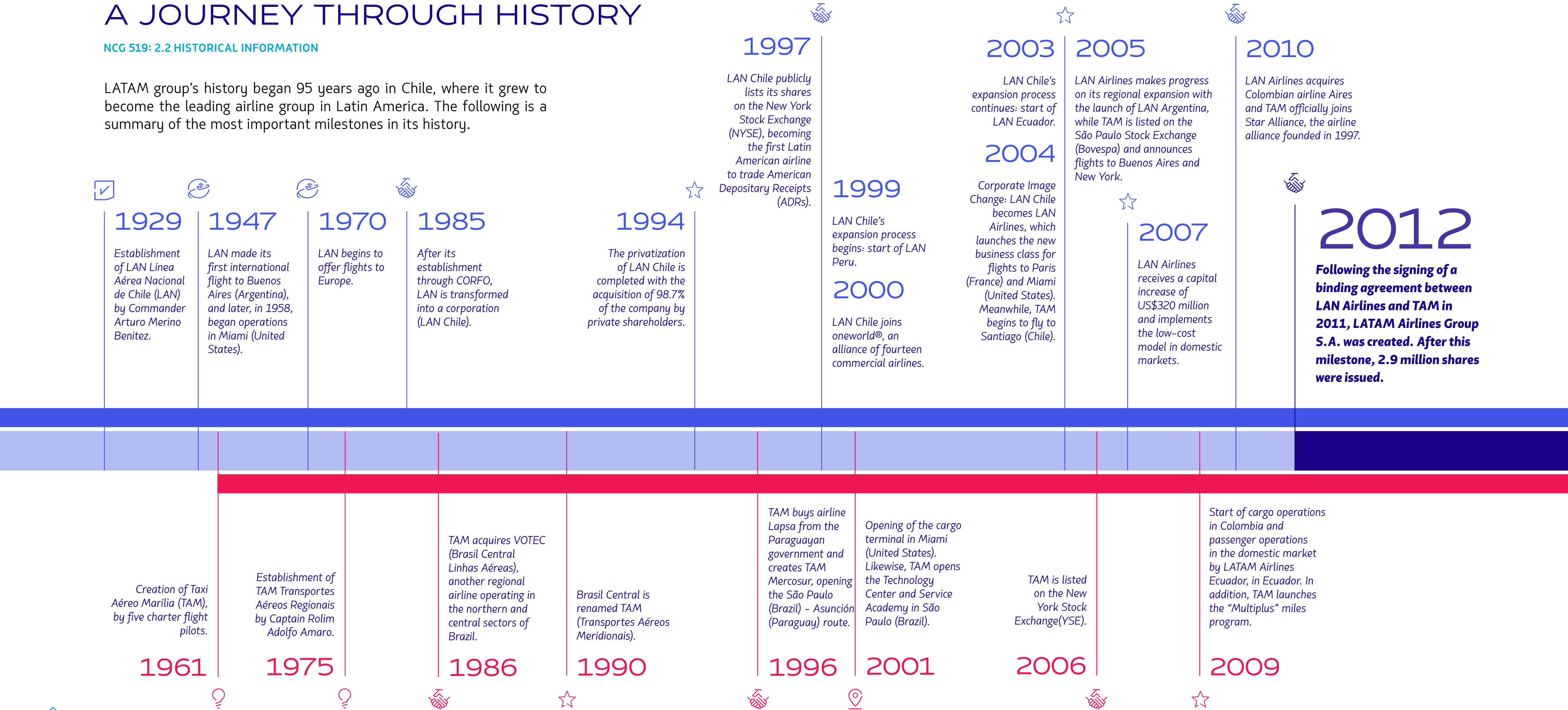
LATAM group's added value lies in its capacity to generate lasting positive impacts for the business and its stakeholders.



A JOURNEY THROUGH HISTORY

NCG 519: 2.2 HISTORICAL INFORMATION

LATAM group’s history began 95 years ago in Chile, where it grew to become the leading airline group in Latin America. The following is a summary of the most important milestones in its history.





2013

LATAM Airlines Group S.A. carries out a capital increase of US\$940.5 million.



2014

TAM joins oneworld®, making oneworld® the global alliance for LATAM group.



2019

Announcement of a strategic agreement with Delta Air Lines to provide more and better options to passengers through a complementary network of connections between Latin America and North America. In turn, LATAM group announces its exit from the oneworld® alliance as of May 1, 2020, to begin offering miles/benefits with airlines with which it has some type of partnership.



2020

Due to the reduction in operations as a result of the COVID-19 pandemic, LATAM group enters the financial reorganization process under Chapter 11 of the US Bankruptcy Act and obtains access to up to USD\$2.45 billion in debtor-in-possession (DIP) financing. Moreover, the E-Business unit launched, with the aim of improving the digital customer experience. In addition, initiatives are developed to support the fight against COVID-19 in South America.



2022

LATAM group successfully exit Chapter 11 of the US Bankruptcy Act. On the other hand, the joint venture with Delta Air Lines, which applies to the markets of Brazil, Canada, Chile, Colombia, the United States, Paraguay, Peru and Uruguay, is made official.



2024

LATAM Airlines Group S.A. Implemented the reopening and re-listing of its American Depositary Shares (ADRs) program on the New York Stock Exchange (NYSE), following a US\$456 million secondary offering.

In addition, it refinanced part of its non-fleet debt, lowering the interest rate to 7.785%.

Capital increase of US\$608 million, with which Qatar Airways acquires 9.99999918% of LATAM group's total subscribed and paid-in shares.

2016



Launch of LATAM group's new Sustainability Strategy and release of the group's five-year business plan (2022-2027), as well as of its reorganization plan under Chapter 11 of the US Bankruptcy Act.

2021



LATAM group completed the transformation process of its narrow-body fleet, implementing the latest cabin standards to serve different customer segments. In addition, it reduced single-use plastics by 97%, equivalent to 1,700 tons. Furthermore, the joint venture with Delta Air Lines was expanded to include the Ecuador and cargo affiliates.

2023



AWARDS AND RECOGNITIONS

● WORLD AIRLINE AWARDS | SKYTRAX

LATAM group was awarded “Best Airline in South America” for the fifth time, and “Best Airline Staff in South America” for the third consecutive year at the World Airline Awards 2024, known as the “Oscars of the aviation industry”. In addition, it won other outstanding awards, such as “Best Economy Class in South America 2024”; “Best Business Class in South America 2024”; “Best In-Flight Business Class Catering Service in South America 2024”; “Best In-Flight Economy Class Catering Service in South America 2024”; “Best Cabin Crew in South America 2024”; and “Best Business Class Lounge in South America 2024”.

● APEX

For the third consecutive year, APEX awarded LATAM group the prestigious “Five Star Global Airline” and “Best In-flight Food and Beverage Service” awards in 2024. It was also recognized as the “South American Airline with the Best In-flight Entertainment”. These achievements were possible thanks to the comments and evaluations of more than one million passengers from 600 airlines, collected through Concur®’s TripIt®, the world’s top-rated travel management application.



● **WORLD TRAVEL AWARDS (WTA)**

The continuous cabin overhauls, the integration of technology at every stage of the travel experience, and the new gastronomic proposal were some of the features that led passengers to choose LATAM group as the “Leading Airline of South America 2024” and the “Leading Airline Brand of South America 2024” at the World Travel Awards, the competition known as the “Oscars of the travel industry”.

● **ONBOARD HOSPITALITY AWARDS**

For the second consecutive year, LATAM group was recognized in the Sustainability category of the Onboard Hospitality Awards 2024, thanks to the implementation of its “Recycle Your Trip” program in the Brazilian domestic market. In addition, it received the “Highly Recommended” airline acknowledgement in the “Best In-flight Entertainment” and “Catering Innovation of the Year” categories.

● **PAX INTERNATIONAL AWARDS**

For the fifth consecutive year, LATAM group received the award for “Outstanding Food Service by a Carrier in South America 2024” at the Pax International Awards.

● **BUSINESS TRAVEL AWARDS**

LATAM group took third place (bronze medal) in the Cellars in the Sky 2024 category, an international ranking that evaluates the best wines offered in the premium cabins of airlines around the world, standing out with the La Piu Belle red wine from the VIK winery, served in Business Class.

● **AIR CARGO NEWS AWARDS**

Through LATAM Cargo, LATAM group was recognized at the Air Cargo News Awards 2024 in the Environment category, thanks to its CO2 emissions compensation program, “1+1: Offset to Conserve”, which invites its cargo clients to collaboratively offset the emissions of their shipments.

● **FREIGHTWEEK SUSTAINABILITY AWARDS**

Through LATAM Cargo Chile, LATAM group was chosen as the cargo airline with the best sustainability practices in the Americas by Freightweek, one of the leading global air cargo and logistics industry carriers, in its 2024 edition of the Sustainability Awards.

● **FREQUENT TRAVELER AWARDS (FTA)**

For the second consecutive year, LATAM group’s frequent flyer program (LATAM Pass) was recognized at the Frequent Traveler Awards (FTA) 2024 as the “Airline Loyalty Program of the Year in the Americas” among 300 loyalty programs. In addition, for the first time, LATAM Pass was awarded for the “Best Earning and Redemption Capability”.

● **MERCO CHILE**

In 2024, Merco Chile ranked LATAM group in fourth place among the top five organizations with the best reputation in the country. Likewise, it was recognized as the second best company in the Merco Talento Chile 2024 ranking, thanks to its outstanding ability to attract and retain talent.

● **MEMBERS OF THE DOW JONES BEST-IN-CLASS MILA PACIFIC ALLIANCE & CHILE 2024¹**

In 2024, LATAM Airlines Group S.A. returned to the prestigious Dow Jones Best-in-Class Indexes thanks to its outstanding performance in the S&P Global Corporate Sustainability Assessment (CSA). With a score of 67 out of 100 (+3 points compared to 2023), and a 93rd percentile (+3 vs. 2023), it ranked fifth worldwide and first in the Americas in the airline industry.

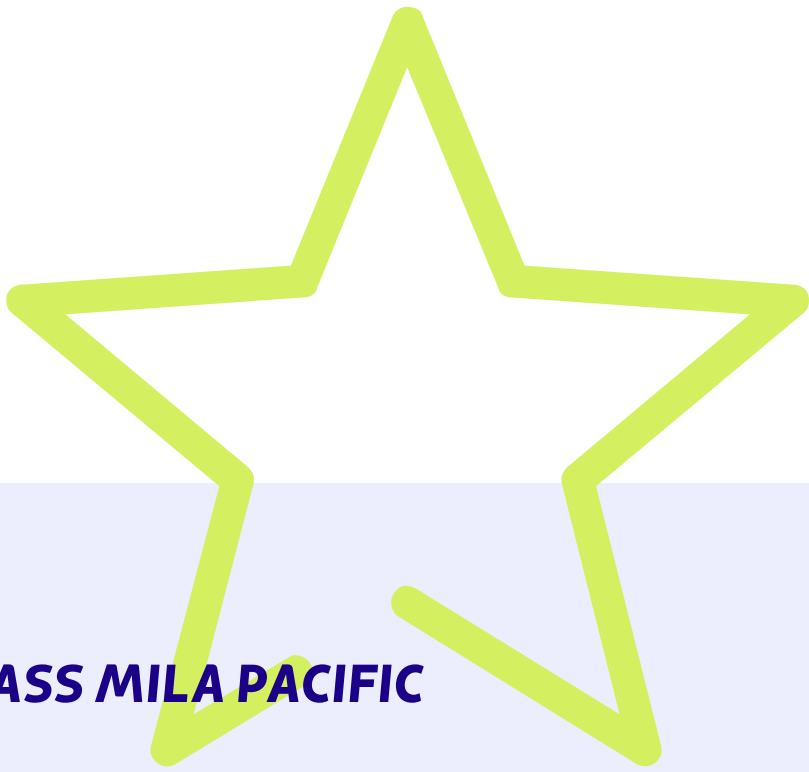
In addition, after five years of absence due to the reorganization process, LATAM Airlines Group S.A. was again listed in Dow Jones Best-in-Class MILA and Dow Jones Best-in-Class Chile. Nonetheless, during those years, it maintained its voluntary participation in the evaluation, integrating the CSA as a key management, measurement and benchmarking tool.

These indices annually select the companies with the best environmental, social and governance (ESG) performance in their sector, evaluated by S&P Global under cross-cutting and industry-specific sustainability criteria.

● **S&P GLOBAL SUSTAINABILITY YEARBOOK**

LATAM group was also spotlighted in S&P Global’s Sustainability Yearbook 2024, the prestigious publication that annually highlights sustainability leaders, based on their performance in the CSA.

¹ Figure updated based on information from the S&P Global CSA website as at December 31, 2024.





OUR BUSINESS

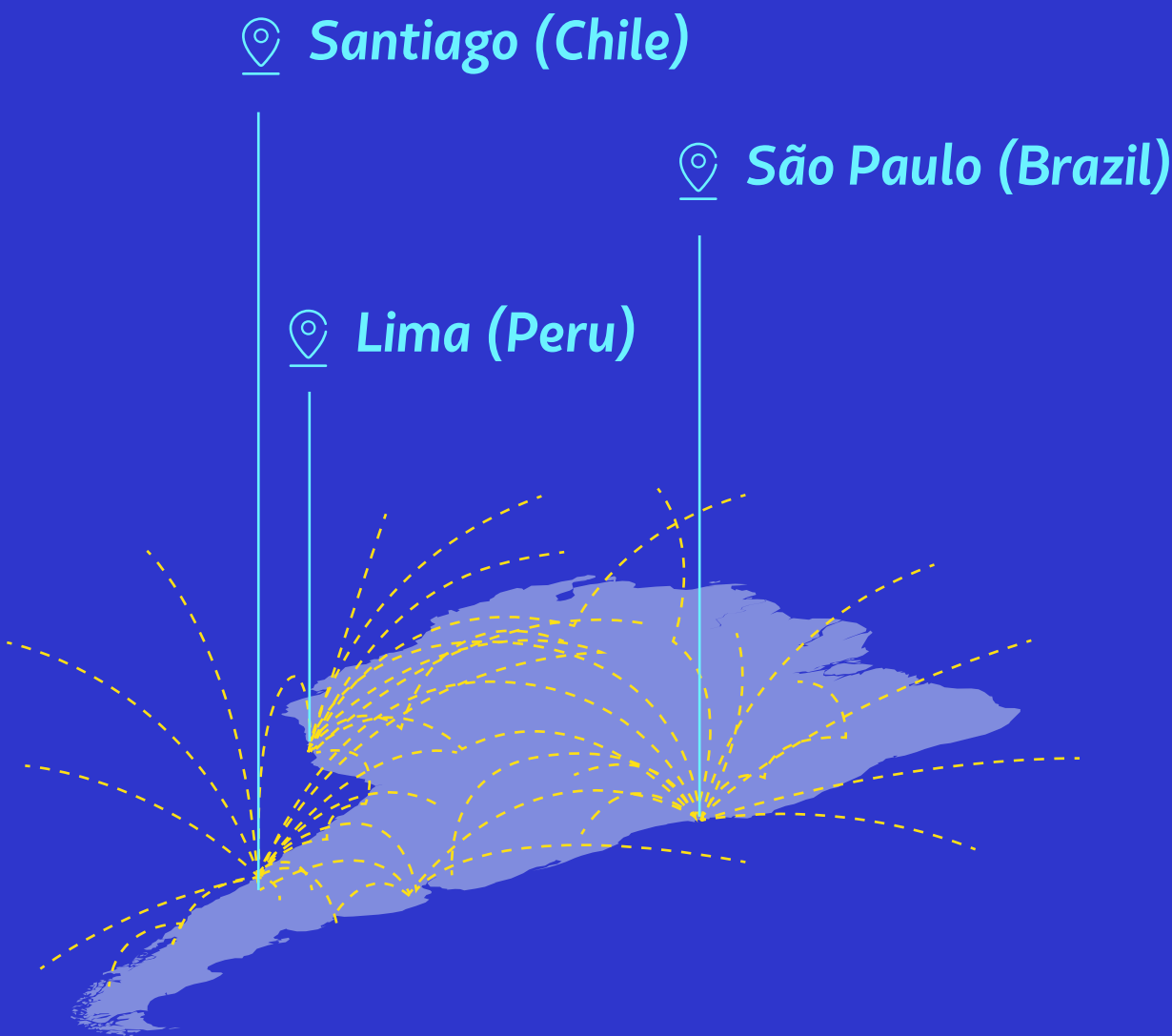
- 25 INDUSTRY CONTEXT
- 26 FINANCIAL RESULTS
- 28 DEBT PROFILE
- 29 INVESTMENT PLAN
- 31 STOCK INFORMATION



LATAM GROUP'S STRENGTHS

HUB STRATEGY AND CONSOLIDATED PRESENCE IN SOUTH AMERICA

LATAM group has an expansive network and operations and flexibility in the management of its fleet, which enables it to redeploy aircraft among different geographies and take advantage of opportunities in an agile manner.



REVENUE DIVERSIFICATION

By business

(% of LATAM group's revenues)

86%
Passenger operations

Passenger operations by segment

48% International 33% Domestic (Brazil) 19% Domestic (SSC¹)

By currency

62%
Non-local currencies²

12%
Cargo operations

2%
Others

38%
Local currencies

¹ Acronym meaning "Spanish-speaking countries" and referring to Chile, Colombia, Ecuador and Peru.

² Including revenues in dollars, euros, and currencies pegged or indexed to the U.S. dollar. Additionally, it considers revenue with rates indexed or denominated in U.S. dollars, euros, and currencies pegged or indexed to the U.S. dollar.

SUPERIOR PRODUCT



LATAM group provides premium product quality while maintaining cost efficiency.



LATAM group offers its customers an unparalleled range of options.



LATAM group stands out for having one of the most reliable operations in the aviation industry.

INDUSTRY CONTEXT

NCG 519: 6.2.viii BUSINESSES

In 2024, the aviation industry in the Americas experienced sustained growth in air traffic, driven by the consolidation of domestic and international routes. The region stood out for its dynamism, with an increase in the number of domestic flights and the expansion of international connections, especially in Latin America, for which the International Air Transport Association (IATA) estimated that passenger traffic, which is measured in RPK (revenue passenger kilometers), increased 8.5% vs. 2023.

As for passenger behavior, there was a preference for premium services rather than low-cost options. This was revealed in a report by consulting firm Deloitte, entitled “A World in Motion,” which added that, in the post-pandemic period, new trends have emerged and existing ones have accelerated. Among others, these include the growing influence of social media on travelers’ decisions, the demand for flexible booking policies that include payment options when planning a trip, and a growing trend toward travel that combines work and leisure.

OPPORTUNITIES

During 2024, several strategic opportunities arose within the aviation industry. Firstly, the strengthening of connectivity between key markets in Latin America and the rest of the world, which enabled a significant expansion of international routes.

In addition, fuel prices began to follow a downward trend, which is relevant as fuel is the largest component of the costs for airlines, accounting for 30% of the total, according to the International Air Transport Association (IATA).

On the other hand, worldwide, airlines took advantage of trends toward digitization and service customization, which enabled them to strengthen their presence in the growing premium market and adapt more effectively to travelers’ changing needs.

CHALLENGES

Despite the above, the aviation industry faced several key challenges in 2024 that impacted its overall performance. These included macroeconomic factors, such as currency depreciation, especially in emerging and developing economies, as in the case of Latin America, according to the International Monetary Fund (IMF). This situation increased operating costs and reduced purchasing power.

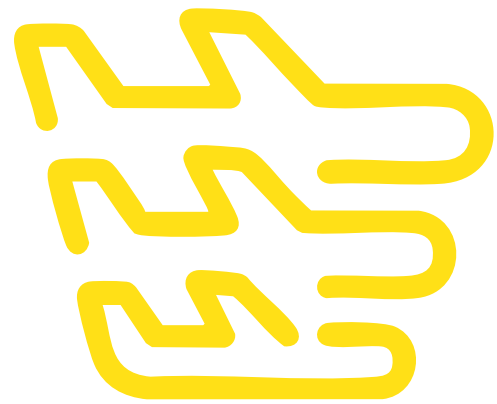
Moreover, the International Air Transport Association (IATA) noted that limitations in airport infrastructure in several countries caused bottlenecks and affected operating efficiency. Another significant challenge was the shortage of aircraft as a result of disruptions in global supply chains, which have limited airlines’ ability to expand their fleets to meet the growing demand.

In turn, issues related to Environmental, Social and Governance (ESG) criteria put increasing regulatory pressures on airlines, as well as creating the need to move towards more sustainable operations, in an environment of higher stakeholder expectations.

EXPECTATIONS

Industry forecasts for 2025 are optimistic, with 8% growth expected in air traffic for Latin America, according to the International Air Transport Association (IATA). At the same time, the cargo sector will continue to expand, driven by the consolidation of e-commerce and the growing demand for more agile logistics solutions.

On the other hand, accelerated adoption of new technologies to optimize the efficiency and sustainability of air operations, as well as the modernization of fleets with more efficient aircraft, are expected. Furthermore, the focus on premium services will continue, aligned with passengers’ growing preference for a more personalized, high-quality travel experience.



+8% in 2025

in air traffic for Latin America, according to IATA estimates.

FINANCIAL RESULTS

Total revenues

US\$13,034 Mn. +10.6% vs. 2023

This increase was largely due to a 10.0% increase in passenger revenues, in addition to a 12.2% rise in cargo revenues, supported by 15.1% growth in operations for the year.

Passenger CASK ex-fuel

US\$4.2 cents (1.2%) vs. 2023

Remaining within the guidance range and once again reflecting the group’s ability to effectively contain its cost base and maintain its operating efficiency.

Adjusted operating income

US\$1,660 Mn. +25.0% vs. 2023

This translated into an adjusted operating margin of 12.7%, an increase of 1.5 pps over 2023, above guidance—a record annual figure for LATAM Airlines Group.

Net income¹

US\$977 Mn +67.9% vs. 2023

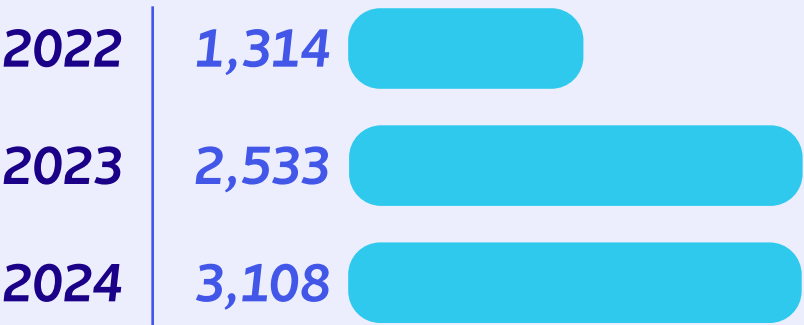
Sound net income reflecting stability and profitability down through the bottom line.

Liquidity

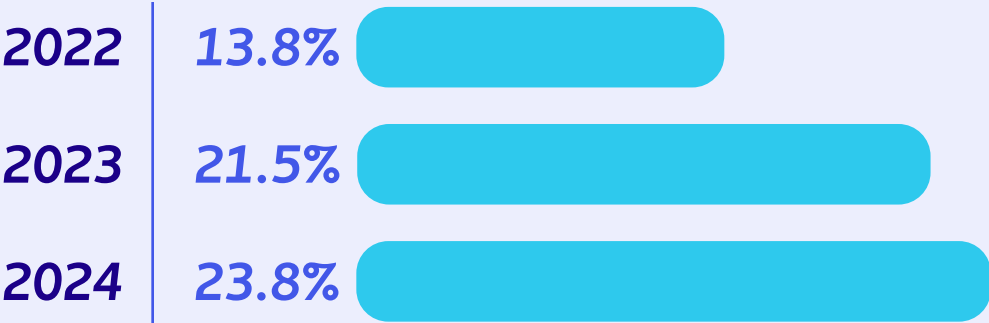
27.1% +1.2 pps vs. 2023

Efforts were made to raise liquidity through an increase and extension of available revolving credit lines and US\$243 million in cash generation.

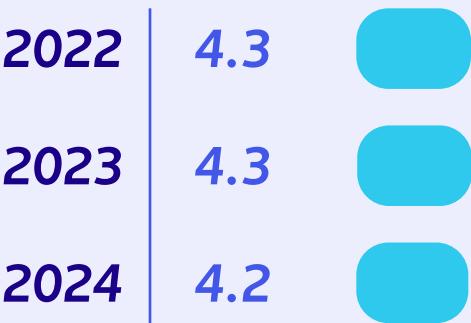
Adjusted EBITDAR (US\$ million)



Adjusted EBITDAR margin



Passenger CASK ex fuel (US\$ cents)



Adjusted net leverage



¹ This corresponds to the net income attributable to owners of the parent company that serves as the basis for calculating the dividend distribution.



HISTORICAL FINANCIAL INDICATORS (US\$ THOUSAND)	2021	2022	2023	2024
Operating revenues	5,111,346	9,516,807	11,789,182	13,033,712
Adjusted operating costs	-6,230,630	-9,381,941	-10,461,281	-11,373,490
Adjusted operating income	-964,284	134,866	1,327,894	1,660,222
Adjusted operating margin	-18.9%	1.4%	11.3%	12.7%
Net income ¹	-4,653,142	-340,724	581,550	976,972
Net Margin	N/S	-3.6%	4.9%	7.5%
Adjusted EBITDAR	201,110	1,314,379	2,533,274	3,107,878
EBITDAR margin	3.9%	13.8%	21.5%	23.8%
Liquidity as a % of revenues ²	20.5%	24.3%	23.9%	27.1%
Adjusted Net Leverage ³	N/S	4.0x	2.1x	1.7x

ECONOMIC VALUE GENERATED AND DISTRIBUTED ⁴ (US\$ THOUSAND)	2024
GRI 201-1	
a) Direct economic value generated (income, financial investments, sale of assets)	13,176,123
b) Economic value distributed	12,491,769
Operating Costs	9,561,518
Employee salaries and benefits	1,738,474
Payment to capital providers (interest payment to lenders and dividend distribution)	1,175,042
Payments to government (taxes)	16,489
Community investments	246
b) Retained economic value (a-b)	684,354

N/S Not significant.

¹ Net profit attributable to the owners of the parent company. For the full year 2022, excluding the positive accounting impact of U\$1.68 billion on net income related to the exit from Chapter 11.

² Liquidity calculated as cash and cash equivalents and revolving credit facility lines for US\$1.575 million divided by Last Twelve Months revenues.

³ Adjusted net debt/Adjusted EBITDAR (last 12 months).

⁴ This indicator provides an overview of how an organization generates value for its stakeholders.

More information:

Risk Factors (page 238)



DEBT PROFILE

As part of its efficient capital allocation guidance and efforts to reduce its financial expense, LATAM Airlines Group S.A. successfully refinanced both its US\$450 million bond maturing in 2027 and its US\$1,081 million Term Loan B, also maturing in 2027, which were part of the Chapter 11 Exit Financing.

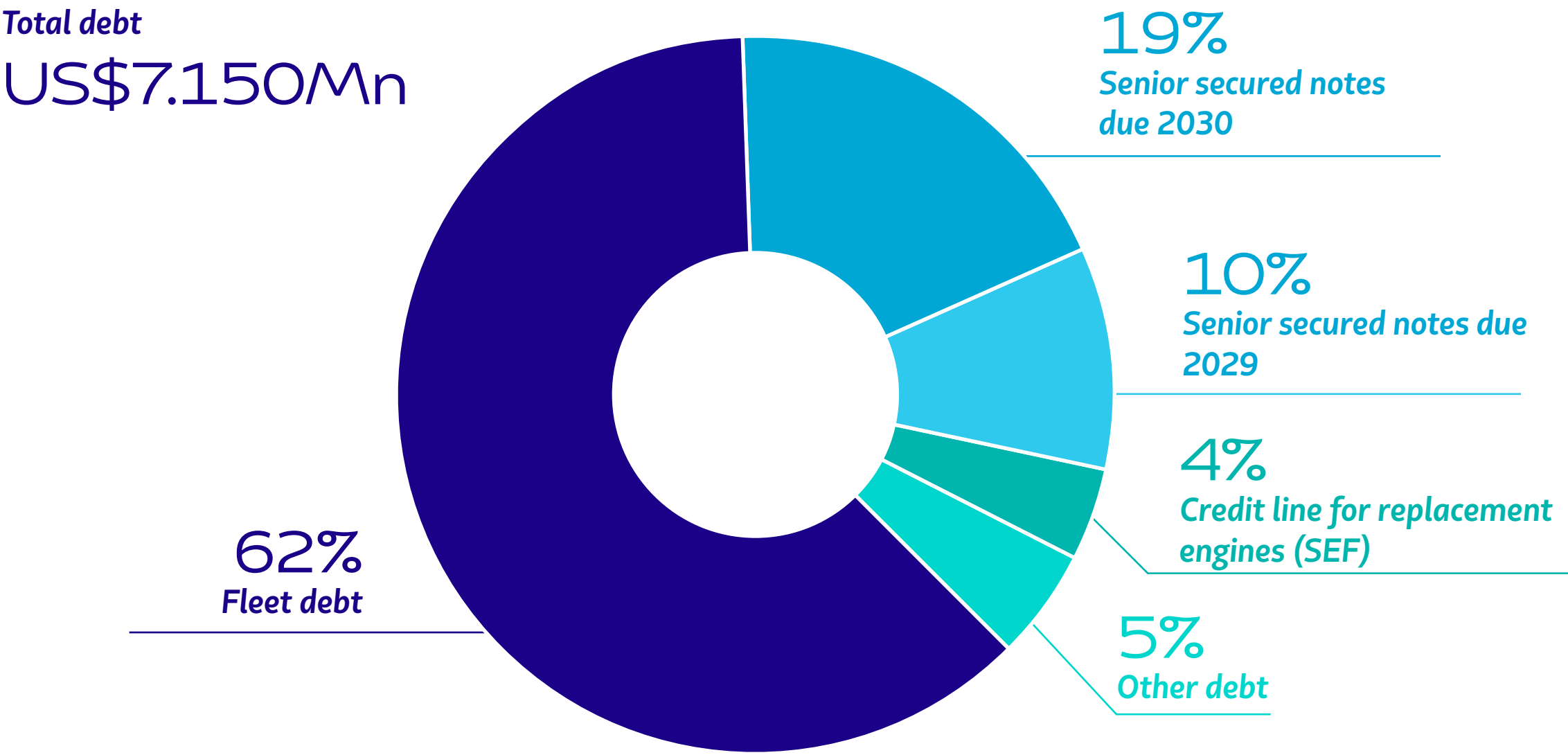
This refinancing enables LATAM Airlines Group S.A. to reduce its cost of debt by securing a significantly lower interest rate, which translated into annual savings from lower interest payments of approximately US\$120 million and a one-time impact on the company’s Income Statement of approximately US\$134 million, US\$45 million of which was a cash impact during

the fourth quarter of 2024. In addition, by using US\$207 million from cash at hand, LATAM Airlines Group S.A. has reduced its non-fleet debt levels.

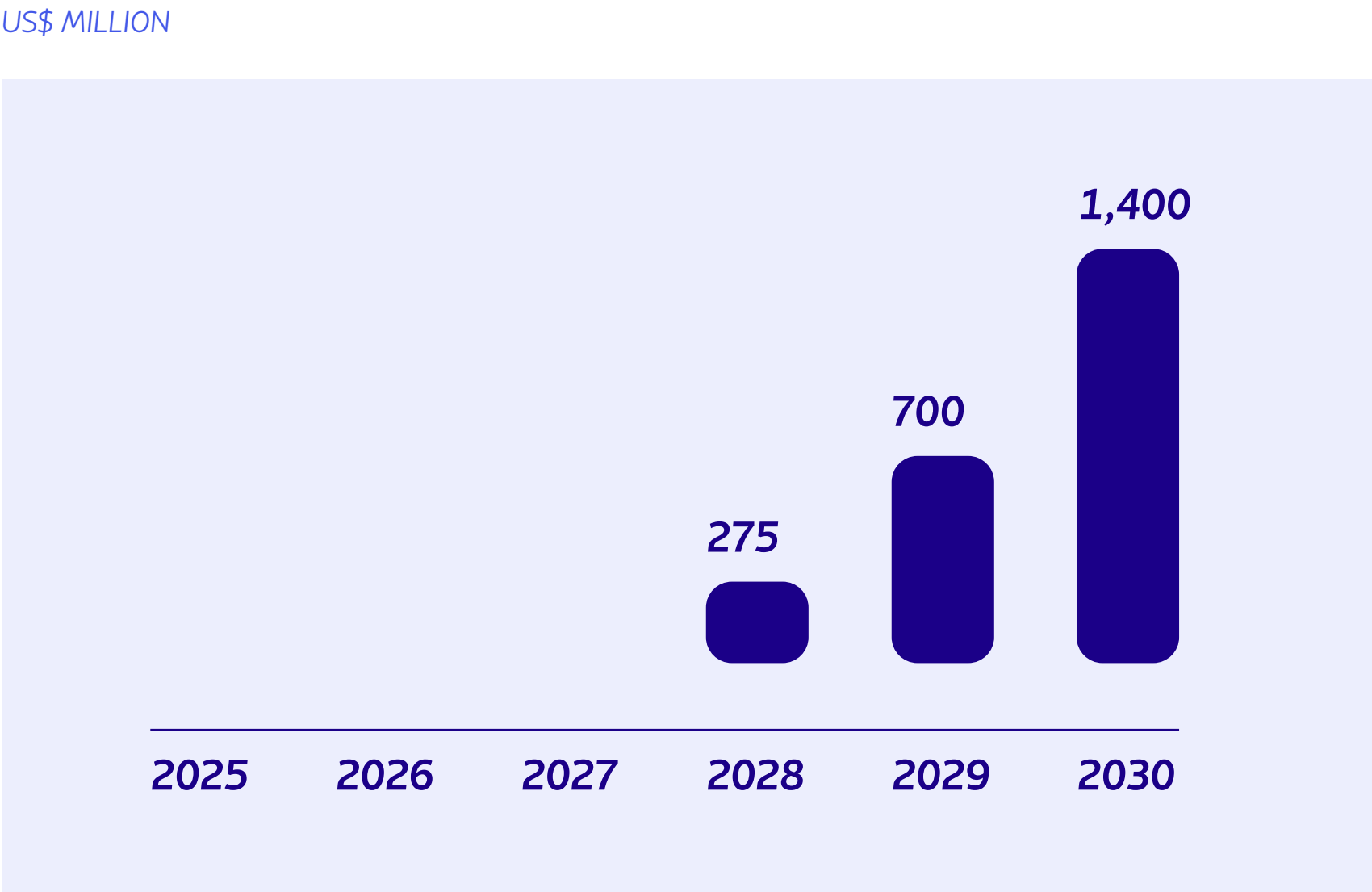
LATAM Airlines Group S.A. does not face refinancing risks in the short term. The nearest principal maturities are scheduled for 2029 and 2030.

It is important to mention that the 2029 notes are callable in October 2025, and LATAM Airlines Group S.A.’s objective is to continue working to reduce interest rates.

Gross Debt Distribution



Non-fleet amortization profile



INVESTMENT PLAN

NCG 519: 4.3 INVESTMENT PLANS

TOTAL CAPITAL EXPENDITURES NET OF FINANCING

Total Capital Expenditure Net of Financing is defined as the total capital expenditure incurred by the company for the acquisition, maintenance, or improvement of strategic assets, net of any third party financing specifically used for these purposes. This metric serves as a direct reflection of the cash outflows committed to these activities.

This is calculated as the sum of maintenance CapEx and CapEx for growth and fleet net of financing. The definition of each line is as follows:

Maintenance CapEx

Primarily includes engine shop visits, aircraft C-checks, and restocking of parts for existing operations, as well as CapEx associated with fleet projects that do not contribute additional capacity to the group’s operations or add new features to the existing offered product.

CapEx for growth and fleet net of financing

Includes CapEx associated with additional spare parts and engines, engine shop visits, aircraft C-checks, and restocking of parts for additional operations, pre-delivery payments (PDPs), fleet projects that contribute additional capacity or new features to the existing offered product, and certain other strategic

projects that add value, and fleet arrivals, net of their associated financing.

The division between Maintenance CapEx and CapEx for growth & Fleet is calculated internally based on the company’s different strategic investments. This division is not publicly available.

LATAM Airlines Group’s total capital expenditures net of financing can be reconciled through the following lines: Purchase of Property, Plant and Equipment, Purchases of Intangible Assets, leased maintenance capitalizations, along with the net impact of financing and other accounts. The reconciliation of this metric can be found in the quarterly Earnings Release publication.

The company provides a quarterly update of this metric through its earnings release, in the adjusted free cash flow section of the document.

Historical capital expenditures AS OF DECEMBER 31, 2024

US\$ MILLION

	2022	2023	2024
Maintenance CapEx	-779	-703	-639
Growth CapEx and Fleet CapEx Net of Financing ¹	-237	-467	-901
Total CapEx net of financing	-1,015	-1,170	-1,540

Estimated CapEx by year AS AT DECEMBER 31, 2024²

US\$ MILLION

	2025	2026	2027
Total CapEx net of financing	-1,412	-1,479	-1,535

¹ The figure for 2022 has been corrected.

² Subject to change and may differ from actual capital expenditures.



FLEET COMMITMENTS

The total of fleet commitments is calculated utilizing LATAM's purchase price from manufacturers and the present value of commitments for aircraft to be received from lessors as operating leases according to International Financial Reporting Standards (IFRS 16). These fleet commitment amounts are calculated based upon the fleet commitments consistent with the fleet arrivals considered in the fleet plan published in the quarterly Earnings Releases, which are based on the best estimates of fleet arrivals from both aircraft manufacturers and lessors.

It should be noted that, in general, LATAM evaluates financing alternatives to meet its fleet commitments and, therefore, the amounts presented are not necessarily indicative of a cash outflow.

Aircraft arriving under an operating lease do not represent a cash outflow upon arrival, but rather represent the recognition of a right-of-use asset and a lease liability. On the other hand, aircraft arriving under finance lease will represent a cash outflow equivalent to the cost of the aircraft net of the total financing raised. This cash outflow from aircraft arriving under finance leases is included within the total CapEx net of financing.

Fleet commitments per year as
AT DECEMBER 31, 2024

US\$ 1,116MM
2025

US\$ 1,303MM
2026

US\$ 1,085MM
2027



STOCK INFORMATION

NCG 519: 2.3.4.iii STOCKS, THEIR CHARACTERISTICS AND RIGHTS

LATAM Airlines Group S.A. is an open stock corporation registered before the Financial Market Commission (CMF, for its Spanish acronym), under N° 306, whose shares are traded in Chile on the Santiago Stock Exchange, (BCS, for its Spanish acronym) and the Chilean Electronic Exchange-Stock Exchange (BEC, for its Spanish acronym).

During 2024, LATAM Airlines Group S.A. resumed trading on the New York Stock Exchange (NYSE) through its American Depositary Receipts (ADR) program, after previously trading on the Over-the-Counter (OTC) market in the United States.

ANNUAL RETURN

ADR	S&P 500	LOCAL STOCKS	IPSA S&P
+11.66%	+23.31%	+43.77%	+8.27%

Stock Market Presence
Santiago Stock Exchange: 100%
Nueva York Stock Exchange¹: 44%

2024	N° OF SHARES TRADED	AVERAGE PRICE	TOTAL AMOUNT TRADED (QUARTERLY AVERAGE)
Volumes traded by quarter—Local stock (Santiago Stock Exchange)			
	(MILLION CLP)	(CLP)	(MILLION USD)
First quarter	47,341	11.2	8.9
Second quarter	57,750	12.8	12.4
Third quarter	63,477	11.9	13.4
Fourth quarter	60,761	13.2	13.8
Volumes traded by quarter - ADR (New York Stock Exchange).			
	(MILLION USD)	(USD)	(MILLION USD)
First quarter	N/A	N/A	N/A
Second quarter	N/A	N/A	N/A
Third quarter	31.0	24.9	16.2
Fourth quarter	11.6	27.3	5.0

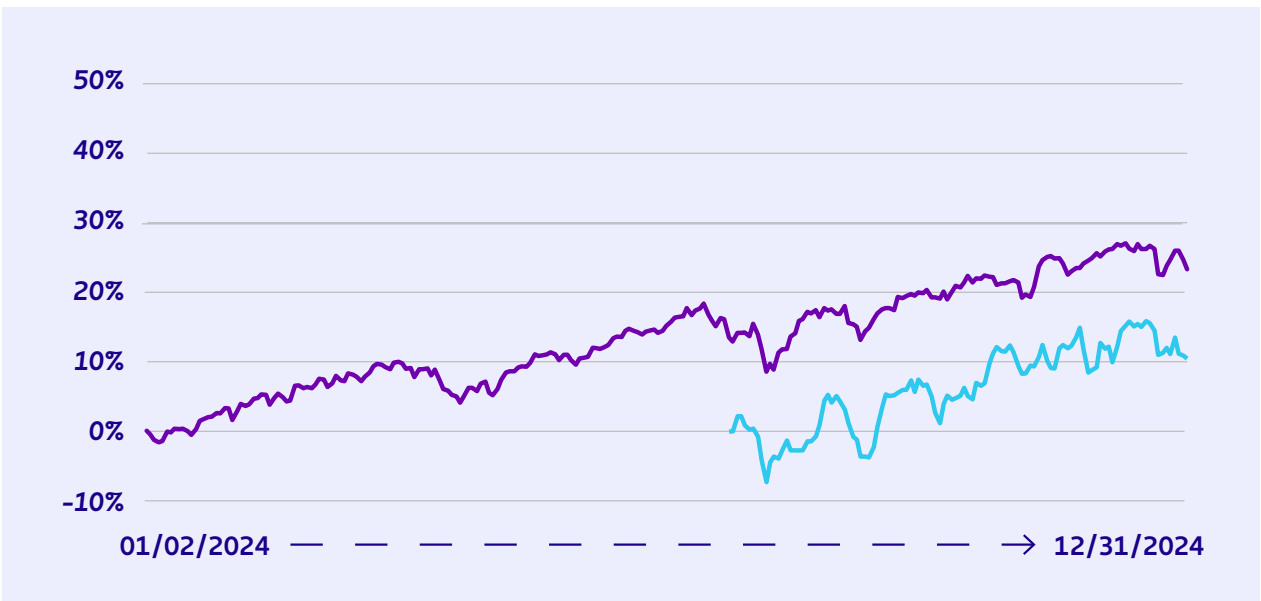
N/A: Not applicable. LATAM Airlines Group S.A. traded on the Over-the-Counter (OTC) market prior to the relisting of its ADRs in July 2024.

¹ The return of LATAM Airlines Group S.A. to the NYSE took place on July 25, 2024, explaining its trading presence in the period.

LOCAL STOCK— 2024



ADR — 2024





_CORPORATE GOVERNANCE

- 34 OWNERSHIP STRUCTURE
- 40 BOARD OF DIRECTORS
- 49 ORGANIZATIONAL CHART
- 50 MAIN EXECUTIVES
- 55 CORPORATE GUIDELINES
- 67 STAKEHOLDER ENGAGEMENT
- 70 FINANCIAL POLICIES



COMPONENTS OF CORPORATE GOVERNANCE

NCG 519: 3.1 GOVERNANCE FRAMEWORK & 3.3.I BOARD COMMITTEES
GRI 2-9 AND 2-23

COMMITTEES

DIRECTORS COMMITTEE

Supervision, oversight and recommendations to the Board on specific topics required by law. (Committee required by Chilean regulation).

AUDIT COMMITTEE

Supervision, oversight and recommendations to the Board on specific topics required by law. (Committee required by U.S. regulation).

SUBCOMMITTEES

FINANCE SUBCOMMITTEE

Supervision and recommendations to the Board regarding financial performance.

STRATEGY & SUSTAINABILITY SUBCOMMITTEE

Analysis and recommendations to the Board and strategic decisions, as well as supervision in sustainability matters.

LEADERSHIP SUBCOMMITTEE

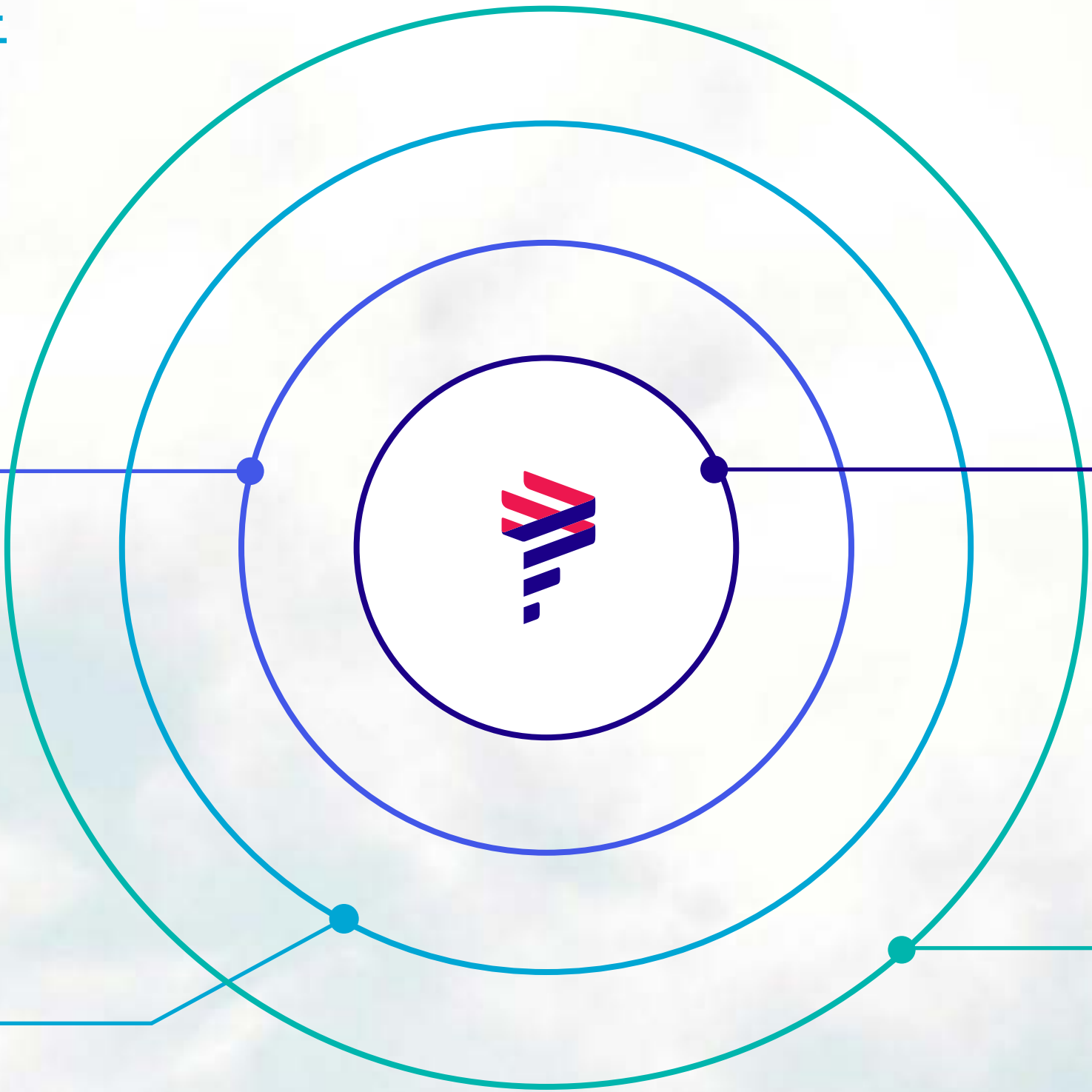
Analysis and recommendations to the Board on the organizational structure and compensation policy.

BOARD OF DIRECTORS

- The board of directors consists of nine directors
- Defines and monitors strategic guidelines.
- Elected by the Shareholders' Meeting through cumulative voting.

EXECUTIVES

- Executive Committee, comprised by the top executives.
- Executes strategic guidelines.



OWNERSHIP STRUCTURE

NCG 519: 2.3.1 CONTROL SITUATION, 2.3.4.I AND 2.3.4.III STOCKS, THEIR CHARACTERISTICS AND RIGHTS AND 2.3.5 OTHER SECURITIES

LATAM Airlines Group S.A. needs to maintain a suitable level of capitalization to ensure safe access to financial markets, and thus, to develop its medium- and long-term goals, optimizing returns to its shareholders and maintaining a sound financial position.

Along these lines, by December 31, 2024, the statutory capital of LATAM Airlines Group S.A. is represented by 604,441,789,335 shares, all issued, common, and without par value. Of this amount, at that time, 604,437,877,587 shares had been subscribed and paid up. Meanwhile, paid-in capital at December 31, 2024 was ThUS\$5,003,534.

A year earlier, that is, by December 31, 2023, the paid-in capital was ThUS\$5,003,534 divided among 604,437,877,587 shares, also from the same and only nominative, ordinary series, without par value.

We should note that there are no special series of shares, nor preferences. Thus, the form of the stock certificates, their issuance, exchange, disablement, loss, replacement, and any other circumstance, as well as the transfer of shares, are ruled by the provisions included in the Chilean Corporations Act (LSA, for its Spanish acronym) and its Regulations.

On the other hand, at the Extraordinary Shareholders' Meeting of LATAM Airlines Group S.A. held on April

25, 2024, the following resolutions, among others, were adopted:

● **Elimination of the Fourth Transitory Article of the Company's Bylaws:** This article, which regulated the first renewals of the Board of Directors after the restructuring under the Chapter 11 proceeding, was deleted, allowing elections for the Board of Directors to be governed henceforth by the permanent general articles of the Bylaws.

● **Decrease in Share Capital:** The Bylaws reflect the reduction of the share capital of LATAM Airlines Group S.A. By US\$123,605,757, representing 1,965,903,665 shares, as a consequence of the expiration of the terms for the issuance of convertible bonds issued in 2022 in the context of the exit from the Chapter 11 proceeding.

● **Bylaws Update:** The Bylaws of LATAM Airlines Group S.A. were amended to reflect the above changes regarding the share capital and the term of the Board of Directors.

● **Powers of the Board of Directors:** The Board of Directors was granted broad powers to implement the adopted agreements, including representation before regulatory entities and the formalization of changes in the relevant registries.

OTHER SECURITIES

NCG 519: 2.3.4.I STOCKS, THEIR CHARACTERISTICS AND RIGHTS AND 2.3.5 OTHER SECURITIES

The details of all "Other securities" as of the closing date of the 2024 fiscal year are presented in the Financial Statements included in this Annual Report, in Notes 3 and 18.

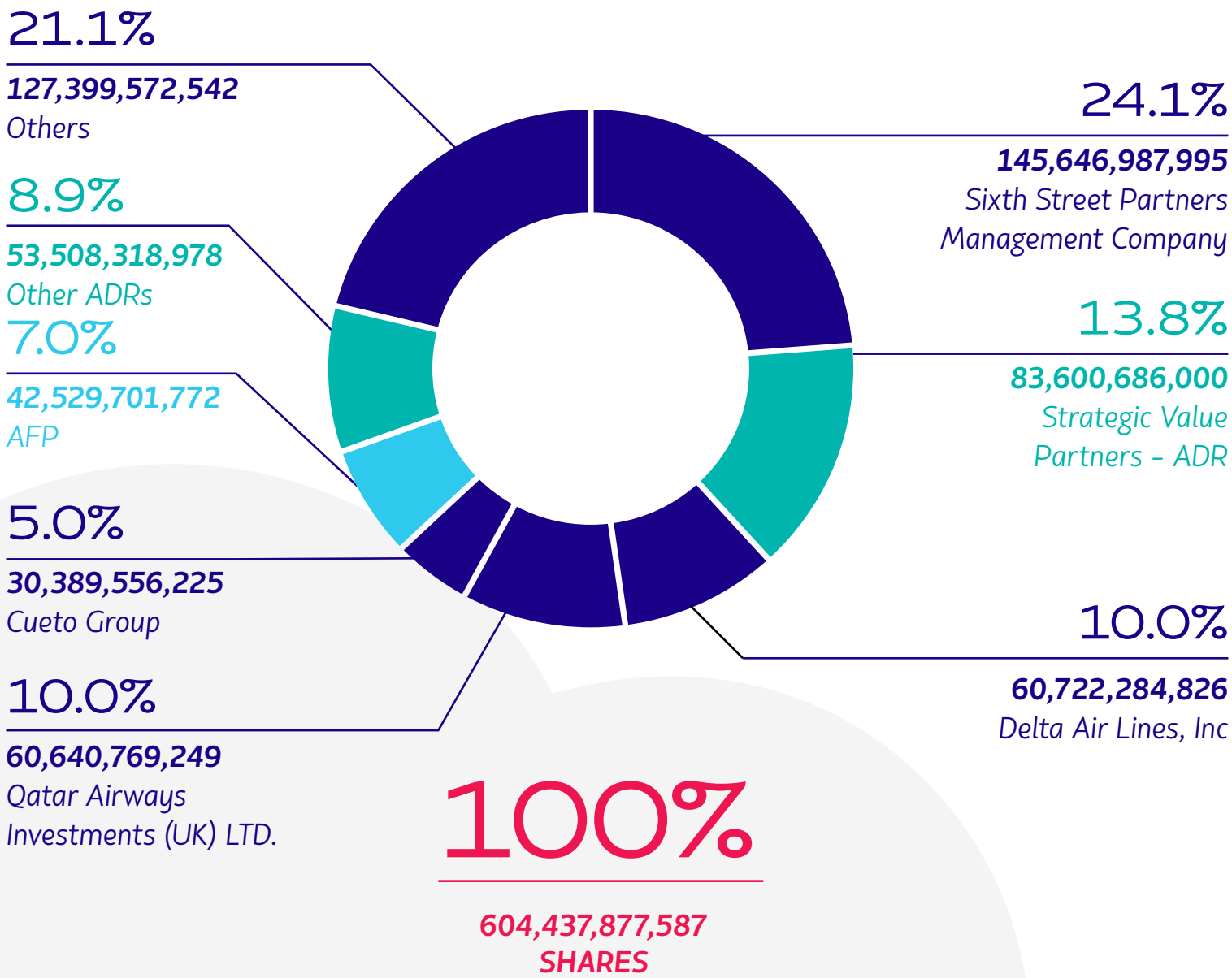
*At December 31, 2024,
LATAM Airlines Group
S.A. has no controlling
shareholder and the number
of registered shareholders
totals 2,131.*



SHAREHOLDER STRUCTURE

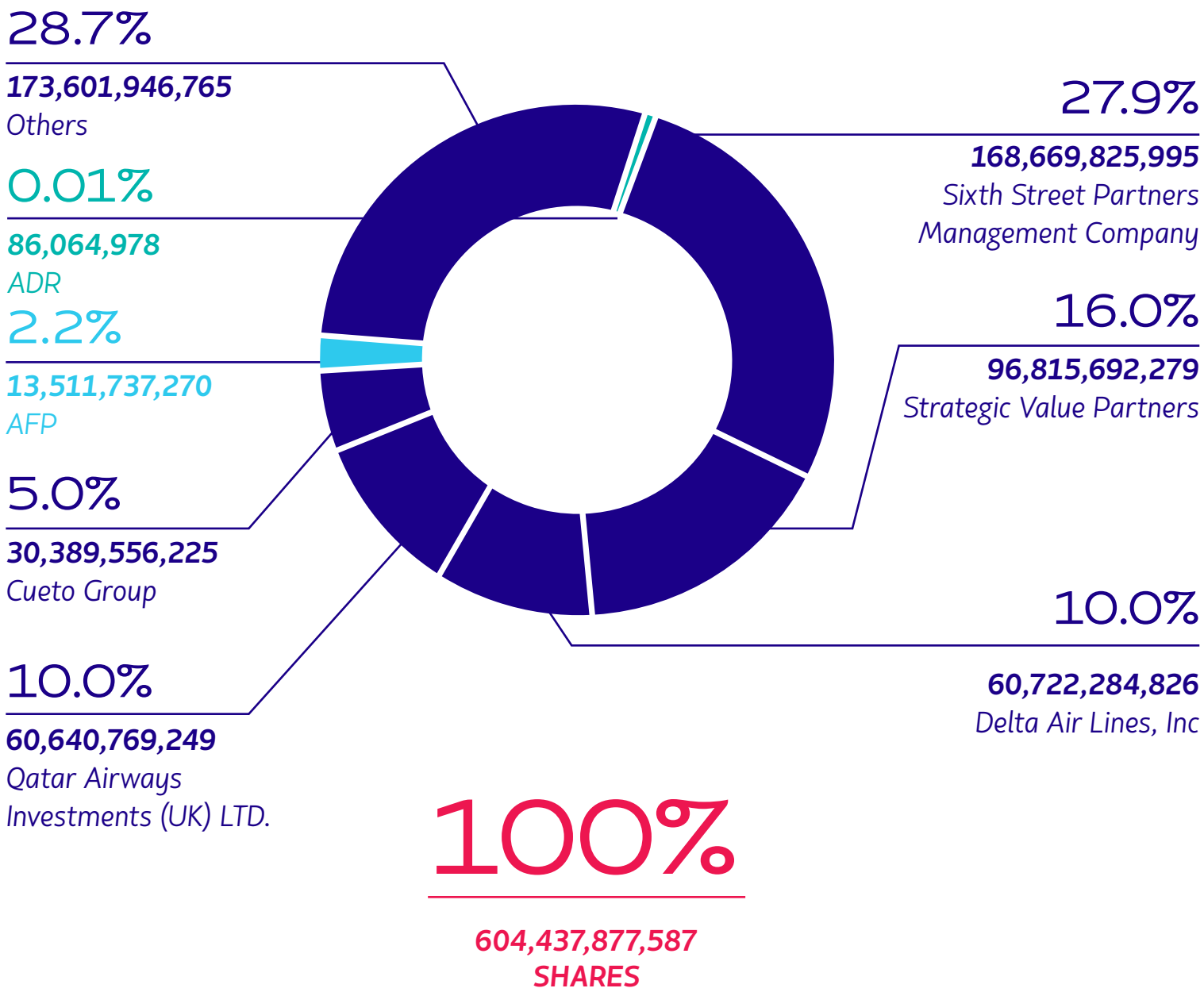
NCG 519: 2.3.2 MAJOR CHANGES IN OWNERSHIP OR CONTROL, 2.3.3 IDENTIFICATION OF MAJORITY PARTNERS OR SHAREHOLDERS

As at December 31, 2024¹



CATEGORY	2023	2024
American Depositary Receipt (ADR)	0.01%	22.7%
Pension funds	2.2%	7.0%
Other shareholders	97.7%	70.3%

As at December 31, 2023



BOARD MEMBERS’ AND SENIOR EXECUTIVES’ SHAREHOLDING

NCG 519: 3.4.IV SENIOR EXECUTIVES

As in 2023, Ignacio Cueto (Chairman of the LATAM Airlines Group S.A. BOD), Enrique Cueto (member of the LATAM Airlines Group S.A. BOD), and certain other members of the Cueto family and companies controlled by them, comprise the Cueto Group. Along these lines, at December 31, 2024, the Cueto Group's shareholding stands at 5.03% of the shares. However, just as at the end of the previous year, no other LATAM Airlines Group S.A. Board Members or chief executives hold a stake in the issuer.

The information reflects LATAM Airlines Group S.A.’s shareholder structure as reflected in shareholder’s registry from the “Depósito Central de Valores (DCV)” and complemented by scheduled 13F filings with the Securities Exchange Commission (SEC). From the total number of shares registered in the name of “Banco de Chile por Cuenta de State Street”, Banco de Chile confirms the amount of shares corresponding to Sixth Street Partners Management Company.

¹ At December 31, 2024, LATAM Airlines Group S.A. has no majority or controlling shareholders, nor other funds aside from those stated. For this reason, the “other shareholders” category represents 70.3% of the total, while the total percentage of American Depositary Receipts (ADRs) of LATAM Airlines Group S.A. is 22.7% while for Pension Funds it is 7.0%.



CHANGES IN OWNERSHIP

NCG 519: 2.3.2 MAJOR CHANGES IN OWNERSHIP OR CONTROL

In the last three years (i.e., 2022, 2023 and 2024), the main changes in the percentage of ownership held by the major shareholders of LATAM Airlines Group S.A. (with more than a 5% stake) have been the following:

YEAR	SHAREHOLDER	TYPE OF CHANGE	BREAKDOWN OF CHANGE VS. PREVIOUS YEAR	FINAL STAKE
2022	Sixth Street Partners Management Company	Entry	New stake	27.9%
	Strategic Value Partners	Entry	New stake	16.0%
	Sculptor Capital	Entry	New stake	6.6%
	Delta Air Lines, Inc.	Decrease	-10.0pp	10.0%
	Cueto Group	Decrease	-11.4pp	5.0%
	ADR	Decrease	-13.1pp	0.01%
2023	Sculptor Capital	Decrease	-4.1pp	2.5%
2024	ADR	Increase	+22.69pp (including transfer of Strategic Value Partners)	22.7%
	AFP	Increase	+4.8pp	7.0%
	Sixth Street Partners Management Company	Decrease	-3.8pp	24.1%
	Strategic Value Partners	Decrease	-2.2pp	13.8%

Note: In the table, "pp" stands for "percentage points."



MAIN SHAREHOLDERS

NCG 519: 2.3.2 MAJOR CHANGES IN OWNERSHIP OR CONTROL, 2.3.3 IDENTIFICATION OF MAJORITY PARTNERS OR SHAREHOLDERS, 2.3.4.I STOCKS, THEIR CHARACTERISTICS AND RIGHTS

As at December 31, 2024¹

NAME	RUT	SHARES SUBSCRIBED AND PAID	PERCENTAGE OF OWNERSHIP
Banco de Chile on behalf of State Street	97.004.000-5	156,734,468,639	25.9%
JP Morgan Chase Bank (ADR)	40.000.535-4	137,109,004,978	22.7%
Delta Air Lines, Inc.	59.288.750-9	60,722,284,826	10.0%
Qatar Airways Investments (UK) Ltd.	59.222.850-5	60,640,769,249	10.0%
Banco Santander on behalf of. foreign investors	97.036.000-K	27,549,036,179	4.6%
Costa Verde Aeronáutica S.A.	81.062.300-4	23,789,209,717	3.9%
Banco de Chile on behalf of non-resident third parties	97.004.000-5	19,372,014,431	3.2%
Banco Santander Chile	97.036.000-K	10,515,677,491	1.7%
Banco de Chile on behalf of Citi NA New York Client	97.004.000-5	7,500,916,423	1.2%
Banchile Corredores de Bolsa S.A.	96.571.220-8	6,885,944,595	1.1%
Costa Verde Inversiones Financieras S.A.	76.183.853-9	6,592,460,617	1.1%
Larrain Phial S.A. Corredora de Bolsa	80.537.000-9	5,982,898,602	1.0%

As at December 31, 2023¹

NAME	RUT	SHARES SUBSCRIBED AND PAID	PERCENTAGE OF OWNERSHIP
Banco de Chile on behalf of State Street	97.004.000-5	277,500,905,697	45.81%
Banco de Chile on behalf of non-resident third parties	97.004.000-5	70,343,556,555	11.94%
Delta Air Lines, Inc.	59.288.750-9	60,722,284,826	10.05%
Qatar Airways Investments (UK) Ltd.	59.222.850-5	60,640,769,249	10.03%
Banco Santander on behalf of. foreign investors	97.036.000-K	25,550,380,291	3.94%
Costa Verde Aeronáutica S.A.	81.062.300-4	23,789,209,717	3.94%
Banco Santander Chile	97.036.000-K	15,382,571,149	3.02%
Larrain Phial S.A. Corredora de Bolsa	80.537.000-9	7,394,408,211	1.19%
Costa Verde Inversiones Financieras S.A.	76.183.853-9	6,592,460,617	1.09%
Banchile Corredores de Bolsa S.A.	96.571.220-8	5,240,203,041	0.82%
Banco de Chile on behalf of Citi NA New York Client	97.004.000-5	4,407,844,262	0.73%
AFP Habitat S.A. C-type Pension Fund	98.000.100-8	2,232,103,282	0.41%

¹ Note: All LATAM Airlines Group S.A. shares are issued, ordinary and without par value, and therefore, there are no special or preferred series.



DIVIDENDS

NCG 519: 2.3.4.II Y 2.3.4.III STOCKS, THEIR CHARACTERISTICS AND RIGHTS

In accordance with the Chilean Corporations Act (LSA, for its Spanish acronym), LATAM is required to distribute cash dividends equal to at least 30% of its annual consolidated net profit, calculated in accordance with International Financial Reporting Standards (IFRS), provided that there are no losses accrued and subject to limited exceptions. If in a given year there are no net profits, LATAM may elect to distribute dividends out of retained earnings, although it is not legally required to do so. The Board of Directors may declare interim dividends from profits earned during such period, to the extent that the Company's financial condition permits. This policy is intended to be sustained over the next two years.

According to LATAM's bylaws, the annual cash dividend must be approved by the shareholders at the annual Ordinary Shareholders' Meeting, which is held within the first four months of the year following the year in which the dividend is proposed. All shares outstanding of common stock are entitled to receive dividends on equal terms, except for those that have not been fully paid by the shareholder after having been subscribed.

LATAM declares dividends in U.S. dollars, but makes payments in Chilean pesos, converted from U.S. dollars at the observed exchange rate five business days prior to the first payment to shareholders. Holders of ADSs will be entitled to receive dividends on the underlying ordinary shares on an equal basis

with holders of ordinary shares. Holders of ADRs on the relevant record dates will receive dividends paid on the ordinary shares represented by the ADSs evidenced by such ADRs. Dividends payable to ADS holders will be paid by LATAM to the depositary in Chilean pesos and remitted by the depositary to the holders, net of foreign currency conversion fees and other expenses of the depositary, and will be subject to Chilean withholding tax, currently set at 35% (subject to credit in certain cases). The amount of U.S. dollars distributed to ADS holders may be adversely affected by a devaluation of the Chilean currency prior to the conversion and remittance of such dividends. Holders of ADSs will not be subject to dividend remittance charges by the depositary in connection with cash dividends.

Chilean law requires holders of shares of Chilean companies that are not residents of Chile to register as foreign investors under one of the foreign investment regimes provided by Chilean regulations to remit dividends, sale proceeds or other sums related to their shares outside Chile through the Formal Exchange Market.

During 2023, LATAM Airlines Group S.A. reported US\$582 million in net profit attributable to the owners of the controlling company. Thus, the Board of Directors agreed and the Ordinary Shareholders' Meeting approved the distribution of definitive, minimum mandatory Dividend No. 52, corresponding to 30% of the net profits for financial year 2023. This translated into an equivalent sum in Chilean

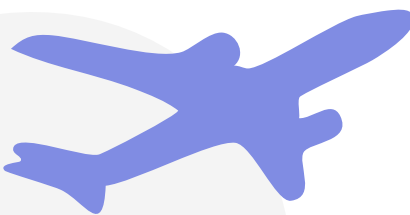
pesos of US\$174,549,442.99, which represented a dividend of US\$0.0002887797894 per share.

Thus, the payment was made on May 16, 2024, in the Chilean peso equivalent at the "observed" exchange rate published in the Official Gazette on the fifth business day prior to the distribution; i.e., on May 10, 2024.

Shareholders registered in the Shareholders' Registry by midnight on May 10, 2024 were the beneficiaries of this payment.

YEAR	PAYMENT DATE	TYPE	TOTAL DIVIDEND PAID (US\$ MN)	NUMBER OF SHARES	DIVIDEND PER SHARE
2021	N/A	N/A	No dividend distribution ¹	606,407,693	N/A
2022	N/A	N/A	No dividend distribution ¹	604,437,877,587	N/A
2023	16/5/24	Definitive	174.4	604,437,877,587	US\$0.0002887797894

¹ LATAM Airlines Group S.A. had accrued losses until 2023, so no dividend payments were made until 2024.



CAPITAL MARKETS

NCG 519: 3.7.I AND 3.7.II RELATIONSHIP WITH STAKEHOLDERS AND THE GENERAL PUBLIC

LATAM Airlines Group S.A. maintains an ongoing dialog with its shareholders, others players in the debt and capital markets, and the press. It also has Investor Relations and Corporate External Communications departments.

Specifically, the Investor Relations department of LATAM Airlines Group S.A. makes it possible to clarify the concerns of shareholders, investors and other players of the capital markets regarding the company's financial and economic situation, the main risks, strategy and other aspects of the business. In fact, on the Investor Relations website, LATAM group offers a breakdown of the corporate governance structure, and publishes updated financial statements, quarterly reports, and other relevant data to assist shareholders, investors and market

analysts in their decision-making processes. Generally, all these contents are available in English, Spanish, and Portuguese.

On the other hand, without the assistance of external experts, the Investor Relations department internally reviews on an annual basis the information presented to the market by other players in its industry to evaluate improvement opportunities for the data and information presented to the public.

[More information](#)

[Manual for Handling Relevant Information for Markets](#)

[Forms of Contact](#)

[Investor Relations - website: latamairlinesgroup.net](#)

[Contact](#)

InvestorRelations@latam.com or

ComunicacionesExternas@latam.com

SHAREHOLDERS' MEETINGS

NCG 519: 3.7.IV RELATIONSHIP WITH STAKEHOLDERS AND THE GENERAL PUBLIC

All shareholders may participate in the so-called Shareholders' Meetings, and have the right to voice and vote therein. In order to carry them out, LATAM Airlines Group S.A. complies with the times and information required by the LSA, its Regulations and other applicable regulations (including CMF General Standard 30).

Likewise, prior to the Shareholders' Meetings, with the agreement of the BOD, LATAM Airlines Group S.A. uploads all the relevant information to said process to the Investor Relations website. Meanwhile, with regard to the election of Board members, LATAM Airlines Group S.A publishes the names of the shareholders' nominees, along with their nomination and acceptance letters or sworn statements, as may be the case. Thus, it is worth noting that no

information is published on the Board's opinion regarding the experiences, visions and skills that are advisable for new members as, under Chilean regulations, it is shareholders who nominate and elect the Board members.

The most recent Shareholders' Meetings have been held remotely or in hybrid format, and shareholders have been able to participate and exercise their right to vote both remotely or on site. It should be noted that LATAM Airlines Group S.A. does not have a real-time audio and video streaming service for non-shareholder audiences.

[More information](#)

[Shareholders' Agreement, page 216.](#)



BOARD OF DIRECTORS

NCG 519: 3.2.I AND 3.2.XI BOARD OF DIRECTORS
GRI 2-9, 2-10, 2-11 Y 2-17

The Board of Directors defines and monitors the strategic guidelines of LATAM Airlines Group S.A. The BOD is comprised by nine incumbent directors, who are elected individually for two-year terms by the cumulative voting system—i.e., each shareholder has one vote per share and may cast all their votes in favor of one candidate or distribute them among several. This system enables shareholders of at least 10% of the shares outstanding to choose at least one representative.

It should be noted that this is a fixed structure, and in cases of contingency or crisis (mainly in aviation emergencies), the Board of Directors remains unchanged and continues to function normally, supporting the continuity of business operations.

The last election of Board members was held on April 25, 2024, following the resignation of Mr. Bouk Van Geloven as member at the ordinary Board meeting held on April 3, 2024, effective as of 23:59 hours on April 24, 2024. As a result, the Board of Directors was renewed at the following ordinary shareholders' meeting and was composed of the following members: Ignacio Cueto Plaza, Enrique Cueto Plaza, Frederico F. Curado (independent), William de Wulf, Antonio Gil Nievas, Bornah Moghbel, Michael Neruda, Sonia Villalobos and Alexander D. Wilcox.

MEETINGS

NCG 519: 3.2.X AND 3.2.XII BOARD OF DIRECTORS

The Board of Directors holds both ordinary and extraordinary meetings on a regular basis, depending on the company's needs, following legal requirements. They do not have a minimum time commitment, whether on-site or remote. Regular meeting notices are issued at the beginning of each calendar year, while extraordinary meetings are convened based on corporate requirements.

In accordance with the provisions of the Bylaws of LATAM Airlines Group S.A., the Board of Directors must meet at least once a month in ordinary meetings. In 2024, the average attendance at the 21 ordinary and extraordinary meetings held was 96%. Specifically, attendance at the meetings was 100% for Board members Enrique Cueto, Frederico Curado, Antonio Gil, Michael Neruda and Alexander Wilcox, while attendance was 95% for Board members Ignacio Cueto and William de Wulf, 91% for Sonia Villalobos, and 81% for Bornah Moghbel.

For each meeting, the members of the Board of Directors are summoned with due notice and have access to a digital information system where documents with relevant background information for their preparation, minutes of previous meetings, and the matters to be discussed at the meeting are all centralized. This system keeps a record of the historical data of the Board's documents since 2016 and is updated roughly one month after each

96% average
attendance at Board
meetings in 2024

meeting with the corresponding minutes, remaining available going forward.

In addition, Board members, as well as all LATAM group stakeholders, can access the Confidential Channel available online. **(See more in the Confidential Channel section of this chapter).**

INDUCTION, TRAINING AND EVALUATION OF THE BOARD OF DIRECTORS

NCG 519: 3.2.V AND 3.2.IX BOARD OF DIRECTORS
GRI 2-17 AND 2-18

Following each election and in observance of the Induction Policy, new members of the Board receive the information and background related to matters under evaluation and analysis by the Board, as well as training on the regulatory framework and the duties involved in the position as Members of the Board. This includes, among other aspects: sustainability issues (including social responsibility); policies and guidelines, particularly the Code of Conduct; business affairs; risks; and financial and accounting aspects for LATAM group.

Following the repeal of NCG No. 385 and the incorporation of several of its topics into the Annual Report, the Board of Directors has not implemented additional performance evaluations.

DIVERSITY IN BOARD SELECTION PROCESSES

NCG 519: 3.7.III RELATIONSHIP WITH STAKEHOLDERS AND THE GENERAL PUBLIC

Under the Chilean Corporations Law, the power to elect Board members rests exclusively with the shareholders, through Shareholders' Meetings. In this regard, LATAM Group does not establish gender quotas nor does it interfere in this process, except in the specific case of vacancy, where current legislation grants the Board of Directors the power to appoint a replacement.

In this context, the Board of Directors has agreed that, for the appointment of the replacement who will hold the position until the next Shareholders' Meeting—when the total renewal of the members of the Board will take place—factors that contribute to greater diversity, such as nationality, age and gender, in addition to the capacity and suitability of the candidate, will be considered.

In addition, for each shareholders' meeting at which Board members are to be elected, LATAM group makes relevant information on the candidates available to shareholders and the general public through its website.

It should be noted that LATAM group does not have a Nominating Committee to assist shareholders in the search and selection of candidates to the Board of Directors, nor does it provide a diversity approach in these processes.



COMPOSITION OF THE BOARD

NCG 519: 3. 2.IV, 3.2.VIII AND 3.2.XIII BOARD OF DIRECTORS
GRI 2-9, 2-10, 2-11

Matrix of knowledge and previous experience of Board members

	IGNACIO CUETO	BORNAH MOGHBEL	ENRIQUE CUETO	FREDERICO CURADO	ANTONIO GIL NIEVAS	MICHAEL NERUDA	SONIA VILLALOBOS	ALEXANDER WILCOX	WILLIAM DE WULF
AIRLINE INDUSTRY	●		●	●			●	●	
CORPORATE STRATEGY		●	●	●	●		●	●	●
RISKS	●	●		●	●	●	●		●
ECONOMICS AND FINANCE		●		●	●	●	●		●
COMPLIANCE				●	●		●		
ESG							●		
CYBERSECURITY							●		



CHARACTERISTICS OF THE BOARD OF DIRECTORS

NCG 519: 3.2.VIII AND 3.2.XIII BOARD OF DIRECTORS

Field visits

In 2024, the Board of Directors had no field visits.

Average length of service

GRI 2-9

The average length of service of the members of the Board of Directors at the date of publication, (March 2025) is 4.2 years.

Other mandates

None of the Board members hold senior positions (director or CEO) in four or more other publicly listed external companies.

	MEN	WOMEN
BY SEX	8	1
BY NATIONALITY		
Brazil	1	1
Chile	2	-
Spain	1	-
United States	3	-
France	1	-
BY AGE GROUP		
Under 30 years	-	-
Between 31 and 40 years old	-	-
Between 41 and 50 years old	3	-
Between 51 and 60 years old	2	-
Between 61 and 70 years old	3	1
Over 70 years old	-	-
BY SENIORITY GROUP		
Under 3 years	5	-
Between 3 and 6 years old	2	1
More than 6 and up to 9 years	1	-
More than 9 and up to 12 years	-	-
Over 12 years	-	-
PEOPLE WITH DISABILITIES	-	-

¹ There are no deputy board members; they are all incumbent members.





IGNACIO CUETO

CHAIRMAN OF THE BOARD* 7.040.324-2

Ignacio Cueto has been a member of the Board of Directors and Chairman of LATAM Airlines Group S.A. since April 2017, and has been reelected to the Board of Directors since then, the last time being in May 2024. With over 30 years of experience in the airline industry, he started in 1985 as Vice President of Sales at Fast Air Carrier, a national cargo airline, and held key roles as Service Manager and Commercial Manager of the Miami sales office. Throughout his career, he has been a member of the Board of Directors of Ladeco (1994-1997) and LAN (1995-1997), President of LAN Cargo (1995-1998) and CEO of the Passenger Business (1999-2005). Along these lines, in 2005, he stepped in as President and COO of LAN, a position he held until the combination with TAM in 2012. After the combination, he was CEO of LAN until April 2017, playing a key role in the expansion of the LATAM Airlines Group S.A. affiliates in South America and in the implementation of strategic alliances with other airlines. In addition, Ignacio Cueto is a member of the Colunga Foundation, which is dedicated to child welfare, and is part of the Cueto Group. Until December 31, 2024, he held a 5.03% stake in the outstanding shares of LATAM Airlines Group S.A. through the Cueto Group.



BORNAH MOGHBEL

VICE-CHAIRMAN OF THE BOARD* Foreign

Bornah Moghbel has been the Vice-Chairman of the Board at LATAM Airlines Group since November 2022. He is co-founder and partner of Sixth Street, a leading global investment firm that provides capital solutions to companies at all stages of their development. Based in New York, Moghbel leads Sixth Street's corporate investments in public markets and its global asset investment business. After co-founding the firm in 2009, he established a presence in Europe before returning to the United States in 2016. Previously, he was an investor at Silver Point Capital and began his career in the Financial Sponsors group of UBS Investment Bank. Moghbel earned a B.A. in Economics, with high honors, and a minor in Business Administration from UC Berkeley.



ENRIQUE CUETO

BOARD MEMBER* 6.694.239-2

Enrique Cueto has been a member of the Board at LATAM Airlines Group since April 2020. Previously, he held the position of CEO since the combination of LAN and TAM in June 2012. From 1983 to 1993, he was the CEO of Fast Air, a Chilean cargo airline, and from 1993 to 1994, he was a member of the Board of Directors of LAN Airlines. Subsequently, Enrique Cueto became the CEO of LAN until the combination with TAM in 2012. In addition, Enrique Cueto is a member of the Board of Directors of the Colunga Foundation, which works in child welfare, and for the past 15 years, he has also been a member of the Board of Directors of the Endeavor Foundation, an organization dedicated to fostering entrepreneurship in Chile. He holds a degree in Economics from the Catholic University of Chile and is the brother of Ignacio Cueto, Chairman of the Board of Directors of LATAM Airlines Group S.A. In addition, Enrique Cueto is part of the Cueto Group. Until December 31, 2024, he held a 5.03% stake in the outstanding shares of LATAM Airlines Group S.A. through the Cueto Group.

**LATAM group's Board of Directors was last elected on April 25, 2024.*



FREDERICO CURADO

BOARD MEMBER* Foreign

*(Independent under Chilean and U.S. regulations)**

Frederico Curado has been on the Board of LATAM Airlines Group S.A. since November 2022 as an independent director. He has also been an independent director of Transocean since 2013, where he chairs its HSE and Sustainability Committee and serves on the Corporate Governance Committee. In addition, he has been an independent director of ABB since 2016, serving as chairman of its Compensation Committee. Frederico Curado was CEO of Embraer from 2007 to 2016 and CEO of Ultrapar from 2017 to 2021. He holds a degree in Mechanical-Aeronautical Engineering from Instituto Tecnológico de Aeronáutica (ITA) and an Executive MBA from Universidade de São Paulo (USP).



ANTONIO GIL NIEVAS

BOARD MEMBER* 23.605.789-5

Antonio Gil Nievas joined the Board of LATAM Airlines Group S.A. in November 2022. He is also a member of the Board of Sociedad Química y Minera de Chile S.A., a Chilean company listed on the New York Stock Exchange (NYSE). With over 25 years of experience in strategic, managerial, financial and investment leadership at the global, European and Latin American levels, Gil Nievas was CEO of Moneda Asset Management for more than eight years, leading the management of more than US\$10.5 billion in assets. In addition, he worked at JP Morgan, where he held key positions as Managing Director, Global CFO, and member of several global executive committees. Previously, he was a strategic consultant at Boston Consulting Group (BCG). He holds a degree in Industrial Engineering with a specialization in Electronics from ICAI (Universidad Pontificia Comillas, Spain), and obtained an MBA from Harvard Business School. He also completed the Stanford Executive Program.



MICHAEL NERUDA

BOARD MEMBER* Foreign

Michael Neruda has been a member of the Board at LATAM Airlines Group S.A. since November 2022. He is a partner at Sixth Street, a global investment firm that provides capital solutions to companies at all stages of growth. Neruda leads restructuring and investments in situations of distress, as well as Sixth Street's cross-cutting investments in companies where public markets expertise and private equity financing are combined to improve their balance sheets. Before joining Sixth Street in 2015, he was a director at Watershed Asset Management, where he led the firm's investments in the consumer and energy sectors. Previously, he was an investment analyst at MHR Fund Management, Silver Point Capital and Merrill Lynch. Neruda holds a BSc degree in Management Science and Engineering from Stanford University and is a CFA charterholder. He has been a Board member and investor representative on several corporate boards, including LATAM Airlines Group S.A., Neiman Marcus and Stallion Infrastructure Services, and has also served on the Board of Governors of the Boys & Girls Clubs of San Francisco.

**LATAM group's Board of Directors was last elected on April 25, 2024.*



SONIA VILLALOBOS

BOARD MEMBER* 21.743.859-4

*(Independent under U.S. regulations)**

Sonia J.S. Villalobos joined the Board of Directors of LATAM Airlines Group S.A. in August 2018. A Brazilian citizen and founding partner of the firm Villalobos Consultoria, she has been a regular member of the Board of Directors of several listed Brazilian companies, such as Petrobras and Telefonica Vivo, since 2016. Between 2005 and 2009, she was a fund manager at Larrain Vial AGF in Chile, where she managed mutual and institutional funds. From 1996 to 2002, she was responsible for Private Equity investments in Brazil, Argentina and Chile for Bassini, Playfair & Associates, LLC, and since 1989, she was head of research at Banco de Investimentos Garantia. Sonia Villalobos graduated in Public Administration from Escola de Administração de Empresas de São Paulo in 1984 and obtained a master's degree in Finance from the same institution in 2004. She was the first person to become a CFA charterholder in Latin America in 1994.



ALEXANDER WILCOX

BOARD MEMBER* Foreign

Alexander Wilcox has been a member of the Board at LATAM Airlines Group S.A. since October 2020. With over 20 years of experience in the aviation industry, was one of the founders of JetBlue Airways and Founding President and COO of an airline in India. He is also co-founder and CEO of JSX, a public charter airline in the United States, recognized as the best in North America by NPS. Wilcox has been a member of the Aspen Institute's Henry Crown Fellowship since 2011 and belongs to the Dallas Chapter of the Young Presidents' Organization (YPO Gold). He has been a private pilot since 1987 and serves on the Board of The Compass School of Texas in Dallas. He holds a degree in Political Science and English from the University of Vermont.



WILLIAM DE WULF

BOARD MEMBER* Foreign

William de Wulf joined the Board of Directors of LATAM Airlines Group S.A. in April 2024. De Wulf is a Managing Director and member of the North America Investment Team. Prior to joining Strategic Value Partners (SVP), he worked at Goldman Sachs for over 10 years, serving in the Americas and Europe Special Situations Groups. He holds a bachelor's and a master's degree in Applied Mathematics and Economics from the École Polytechnique in France, as well as a master's degree in Financial Engineering from Columbia University. He currently serves on the Boards of LATAM Airlines and Swissport, and previously served on the boards of Vallourec and Vita.

**LATAM group's Board of Directors was last elected on April 25, 2024.*

BOARD MEMBERS’ REMUNERATION

NCG 519: 3.2.II BOARD OF DIRECTORS AND 3.3.III BOARD COMMITTEES
GRI 2-19

Remuneration reported corresponds to fixed per diems for attendance to Board of Directors and Directors' Committees and Subcommittees' meetings, while variable remuneration is presented as Remuneration Units (URA, for its Spanish acronym), explained in detail on the Annexes chapter. These were approved in the Ordinary Shareholders’ Meeting held on April 25, 2024.

Remuneration– per diems¹ 2024 (US\$)

NAME	POSITION	BOARD	DIRECTORS' COMMITTEE	SUBCOMMITTEE	VARIABLE REMUNERATION	TOTAL
Ignacio Cueto Plaza	Chairman	160,000	-	28,542	127,234	315,776
Bornah Moghbel ²	Vice-chairman	-	-	-	-	-
Enrique Cueto Plaza	Board member	80,000	-	40,000	127,234	247,234
Frederico Curado	Board member	80,000	85,417	54,167	169,645	389,229
Antonio Gil Nievas	Board member	80,000	-	54,167	127,234	261,401
William de Wulf ³	Board member	-	-	-	-	-
Michael Neruda ²	Board member	-	-	-	-	-
Sonia J. S. Villalobos	Board member	80,000	50,001	40,000	169,645	339,646
Alexander D. Wilcox	Board member	80,000	-	25,000	127,234	232,234
Bouk Van Geloven ³	Board member	-	-	-	-	-

SALARY RATIO (WOMEN/MEN)⁴

NCG 519: 3.2.XIII BOARD OF DIRECTORS

The fixed per diem for participation on the Board of Directors is determined by the Shareholders’ Meeting and is the same for all Board members, except the Chairman, who receives twice the sum of other Board members.

	AVERAGE ⁵	MEDIAN ⁶
Regular members	100%	100%
Deputy members	N/A	N/A

More information

Annexes to chapter “Corporate Governance”, page 216.

Remuneration– per diems¹ 2023 (US\$)

NAME	POSITION	BOARD	DIRECTORS' COMMITTEE	SUBCOMMITTEE	VARIABLE REMUNERATION	TOTAL
Ignacio Cueto Plaza	Chairman	160,336	0	50,778	80,802	291,916
Bornah Moghbel ²	Vice-chairman	-	-	-	-	-
Enrique Cueto Plaza	Board member	80,174	0	40,081	80,802	201,057
Frederico Curado	Board member	80,174	76,839	50,778	107,736	315,527
Antonio Gil Nievas	Board member	80,174	0	50,778	80,802	211,754
William de Wulf ³	Board member	-	-	-	-	-
Michael Neruda ²	Board member	-	-	-	-	-
Sonia J. S. Villalobos	Board member	80,174	50,110	40,081	107,736	278,101
Alexander D. Wilcox	Board member	80,174	0	40,081	80,802	201,057
Bouk Van Geloven ³	Board member	-	-	-	-	-

¹ Gross sums.

² Directors Bornah Moghbel, William de Wulf and Michael Neruda waived their compensation as members of the Board of Directors, the Directors’ Committee and subcommittees.

³ Director William de Wulf was not on the Board of Directors of LATAM Airlines Group S.A. in 2023 and his predecessor (Bouk van Geloven) had waived his compensation as a member of the Board of Directors and subcommittees.

N/A: Not Applicable, since there are no deputy members.

⁴ The proportion of women's gross hourly wages vs. men's gross hourly wages in each functional category.

⁵ For the calculation of the average, the average income is considered.

⁶ For the calculation of the median, the values of the gross hourly per diem for women and men are ordered from lowest to highest, and the central value of the first group is divided by the central value of the second group.



DIRECTORS' COMMITTEE

NCG 519: 3.3.I, 3.3.II, 3.3.VI, 3.3.VII BOARD OF DIRECTORS COMMITTEES AND 3.2.VI Y 3.2.VII BOARD OF DIRECTORS

Until 2023, LATAM Airlines Group S.A. had a Directors' Committee that also served as the Audit Committee to comply with the Sarbanes-Oxley Act of the United States of America and the guidelines of the Securities and Exchange Commission (SEC). In 2024, in the context of the re-listing of LATAM Airlines Group S.A. securities on the New York Stock Exchange in the United States, the Board of Directors approved on July 17, 2024 the proposal of the Directors' Committee to create an Audit Committee specifically for U.S. law purposes, separating both committees.

Along these lines, the Directors' Committee continues to report monthly to the Board of Directors, through a presentation made by its Chair during the ordinary meetings. In these meetings, they cover topics related to internal audit and control, such as the approval of the internal audit plan, external audit oversight and SOX certification, as well as risk management.

Meanwhile, social responsibility issues are also presented annually to the Directors' Committee and the Board. In these sessions, the Corporate Affairs and Sustainability department, presents its annual report highlighting advances in the implementation of LATAM group's Sustainability Strategy, including social responsibility topics. This strategy encompasses the pillars of environmental management, climate change management, circular economy and shared value.

All meetings of the Directors' Committee are regularly attended by the Vice President of Legal & Compliance and the executives responsible for the matters discussed. It should be noted that the CEO does not participate in these meetings on a regular basis.

Up to December 31, 2023 and December 31, 2024, the Directors' Committee consisted of Frederico Curado, Sonia J. S. Villalobos and Michael Neruda. In accordance with the Chilean Corporations Law (LSA), only Frederico Curado, Chairman of the Committee, qualifies as an independent director, as he has no significant ties to LATAM Airlines Group S.A. or to the senior executives.

In addition to the Directors' Committee and the Audit Committee, LATAM Airlines Group S.A. also has three other subcommittees that support the Board of Directors in making decisions, which are: Finance; Strategy & Sustainability; and Leadership.

It is important to mention that all the Board meetings mentioned above are regularly attended by the CEO, the CFO, and the Vice President of Legal & Compliance, as well as by the senior executives in charge of the different subjects to be reviewed at each Board meeting.

Meetings of the Board of Directors and the Directors' Committee with the Auditors of the Financial Statements

The Directors' Committee meets on a quarterly basis with the external auditors to review both the quarterly and annual financial statements of LATAM Airlines Group S.A., as established in Article 50 bis of the Chilean Corporations Law (LSA, for its Spanish acronym). During these meetings, the planning of the audit work, its scope, focus areas and the relationship with regulatory requirements, among other topics, are reviewed.

The audit firm also presents to the Board of Directors, at least once a year, the work plan for the following year and the results of the audit, including the main recommendations.

Audit committee

In 2024, LATAM Airlines Group S.A. created an Audit Committee composed of directors Frederico Curado and Sonia J.S. Villalobos, which reports on a quarterly basis to the Board of Directors.

Some of the main objectives of the Audit Committee are to assist the Board of Directors in supervising the integrity of the financial statements of LATAM Airlines Group S.A., the evaluation of the performance, independence and qualifications of the external auditors, and the performance, planning and initiatives of the internal audit team. In addition, it oversees LATAM Airlines Group S.A.'s compliance with legal and regulatory requirements, among other responsibilities.

More information

Annexes to chapter "Corporate Governance", page 216.



GUIDELINES FOR ENGAGING SERVICES

NCG 519: 3.2.III BOARD OF DIRECTORS AND 3.3.V BOARD COMMITTEES

Both the Board of Directors and the Directors' Committee may hire experts to provide advice on specific matters such as accounting, finance, tax, legal or others; however, the member or members who require the hiring of an expert must justify it in a meeting. Along these lines, the hiring of an advisor must follow LATAM Airlines Group S.A.'s policies for hiring suppliers, conflicts of interest and market conditions. In addition, management must propose a list of candidates for the Board members to choose from, and it is possible that one or more of its members can veto the engagement of a specific advisor.

During 2024, the Board of Directors did not report any expenses for accounting, tax, financial, legal or other advisory services. Likewise, the Directors' Committee did not record any expenses for advisory services in these areas.

On the other hand, with regard to the services contracted with the firm in charge of auditing the financial statements, it must be made clear that their contracting is not financed with the budget of the Board of Directors. In this regard, in fiscal year 2024, LATAM Airlines Group S.A. paid for these services a total of ThUS\$2,011 to external auditors PricewaterhouseCoopers Consultores Auditores y Compañía Limitada. Of this total, ThUS\$2,007 corresponded to audit fees, while fees for other services amounted to US\$4 thousand. There were no payments for audit-related services or tax services during the period.

SUSTAINABILITY GOVERNANCE FRAMEWORK

NCG 519: 3.1.II GOVERNANCE FRAMEWORK, 3.2.VI AND 3.2.VII BOARD OF DIRECTORS, 3..6.V RISK MANAGEMENT AND 4.2 STRATEGIC OBJECTIVES GRI 2-12 AND 2-13

The commitment to sustainability is a comprehensive part of the business and of decision-making at all levels of LATAM group. Accordingly, the Corporate Affairs and Sustainability Directorate, together with the organization's leaders and in accordance with the objectives of LATAM group and best practices worldwide, defines the strategy for that matter and promotes its implementation in the countries where the group operates.

To ensure compliance with the objectives, Corporate Affairs consolidates information on the main progress and gaps associated with Sustainability on a quarterly basis. Thus, based on their criticality and relevance, the results are regularly presented to the members of the Executive Committee and the CEO of LATAM group for decision-making, and in addition, Management carries out an annual review of the results of the Environmental Management System (EMS).

Nonetheless, the Board of Directors' Strategy and Sustainability Subcommittee, which reports to the Board of Directors, is the highest authority for analyzing results and making strategic decisions on sustainability, and it reports annually on the progress on the aspirations and commitments in this arena, including social responsibility topics. Likewise, these matters are presented on an annual basis to the Directors' Committee and the Board. **(See more in the chapter on Commitment to Sustainability).**



ORGANIZATIONAL CHART

NCG 519: 3.1.VII GOVERNANCE FRAMEWORK

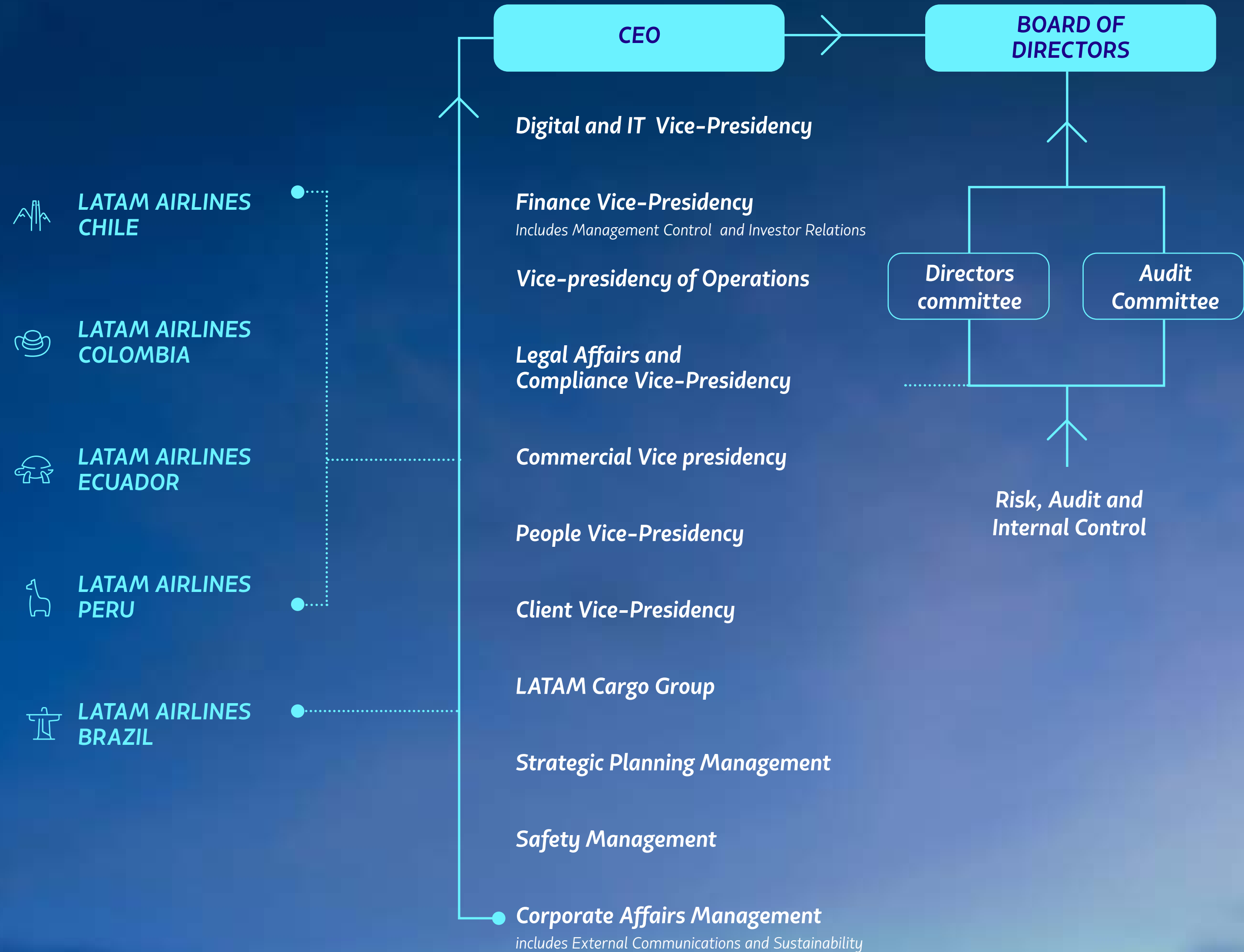
EXECUTIVE SPHERE

GRI-13

The CEO is the highest-ranking executive in LATAM Airlines Group S.A. and reports directly to its Board of Directors. Their main responsibility is to supervise, direct and control the overall management of the business.

Meanwhile, the executive sphere of LATAM Airlines Group S.A. is divided into six large areas. These are: Cargo, Customers, Commercial, Finance, Operations and Human Capital. Each has clearly divided responsibilities to execute and monitors the strategy. Along these lines, the executives in these six areas, in addition to the Vice-Presidents of Legal & Compliance, Technology & Digital, Corporate Affairs and the CEO of LATAM Airlines Brazil form an Executive Committee that meets on a weekly basis with the CEO of LATAM group. Likewise, the Strategic Planning area supports the Executive Committee, and other vice-presidencies participate in meetings to address specific issues.

It should be noted that each affiliate has a CEO, as well as a group of executives. They are responsible for each of the operations, respectively.



MANAGEMENT TEAM

NCG 519: 3.4.I SENIOR EXECUTIVES



ROBERTO ALVO 8.823.367-0

LATAM AIRLINES GROUP CEO

Roberto Alvo has been the CEO of LATAM Airlines Group S.A. since March 31, 2020. Prior to taking on this position, he was the CCO, in charge of passenger and cargo revenue management, in addition to serving as Vice-President of International and Alliances and Vice-President of Strategic Planning and Development for LATAM Airlines Group S.A. He joined LAN Airlines in November 2001, holding various positions such as Director of Administration and Finance at LAN Argentina, Head of Development and Financial Planning, and Deputy Finance Manager. Previously, he worked at Sociedad Química y Minera de Chile S.A. He is a civil engineer and holds an MBA from IMD in Lausanne, Switzerland.



RAMIRO ALFONSÍN 22.357.225-1

CHIEF COMMERCIAL OFFICER

Ramiro Alfonsín is the Chief Commercial Officer (CCO) of LATAM Airlines Group S.A. He was previously the CFO for almost 9 years, leading the company's transformation, its reorganization under Chapter 11 and its return to the New York Stock Exchange. Prior to LATAM, he held senior positions in the energy sector in Spain, Italy and Latin America, and worked in investment banking. He holds a degree in Business Administration from the Pontificia Universidad Católica de Argentina and has studied at Harvard Business School and the University of Chicago Booth School of Business.



RICARDO BOTTAS Foreign

CHIEF FINANCIAL OFFICER*

Ricardo Bottas has nearly three decades of experience in various industries, including audits, energy, oil and gas, insurance and healthcare. Throughout his career, he has played key roles in management, control, corporate finance, mergers and acquisitions, as well as investor relations, which has allowed him to develop a comprehensive vision of the market. Over the past 12 years, Ricardo has held CEO and CFO positions in public companies and regulated markets in Brazil, leading major transformations in highly competitive companies and industries in challenging contexts. He holds a degree in Business Administration from Universidad de Salvador, Brazil, and has an MBA in Corporate Finance from IBMEC in Rio de Janeiro, Brazil.



EMILIO DEL REAL 9.908.112-0

VICE-PRESIDENT OF HUMAN CAPITAL

Emilio del Real is the Vice-President of Human Resources of LATAM Airlines Group S.A., a position he has held since August 2005. Prior to joining, he was human resources manager at D&S, a Chilean retailer, from 2003 to 2005. Between 1997 and 2003, he served in various positions at Unilever, including Human Resources Manager at Unilever Chile, and Manager of Training, Recruitment and Executive Development for Latin America. Emilio Del Real has a degree in Psychology from the Gabriela Mistral University.



JUAN CARLOS MENCIO 24.725.433-1

LEGAL AFFAIRS AND COMPLIANCE OFFICER

Juan Carlos Menció, has been the Vice-President of Legal Affairs and Compliance at LATAM Airlines Group S.A. since September 1, 2014. Previously, he served as general counsel for North America for LATAM Airlines Group S.A. and its related companies, as well as general counsel for worldwide cargo operations—positions he held since 1998. Prior to joining LAN, he was in practice in New York and Florida, representing various international airlines. Mencion obtained a Degree in International Finance and Marketing from the School of Business at the University of Miami and his Juris Doctor Degree from Loyola University.

** In December 2024, Ricardo Bottas was appointed Vice President of Finance. His appointment will be effective once the corresponding immigration requirements are met. In the meantime, Roberto Alvo remains responsible for the position on an interim basis.*



PAULO MIRANDA

Foreign

CLIENTS VICE-PRESIDENT

Paulo Miranda has been the Clients Vice-President of LATAM Airlines Group S.A. since May 2019. With over 20 years of experience in the aviation industry, he has held different positions at Delta Air Lines in the United States, and at Gol Linhas Aéreas in Brazil. In his last role, he was in charge of the Customer Experience department, having previously worked in finance and alliances, as well as in the negotiation and implementation of joint ventures. Miranda holds a Bachelor of Business Administration degree from the Carlson School of Management, University of Minnesota.



HERNAN PASMAN

21.828.810-3

VICE-PRESIDENT OF OPERATIONS AND MAINTENANCE

Hernán Pasman has been the Vice-President of Operations, Maintenance and Fleet at LATAM Airlines Group S.A. since October 2015. He joined LAN Airlines in 2005 as Head of Strategic Planning and Financial Analysis of the technical areas. Between 2007 and 2010, he was COO of LAN Argentina, and in 2011, he became CEO of LAN Colombia. Formerly, Pasman worked as a consultant at McKinsey & Company in Chicago, and held positions at Citicorp Equity Investments, Telefónica de Argentina, and Motorola de Argentina. He holds an Industrial Engineering degree from ITBA (1995) and an MBA from Kellogg Graduate School of Management (2001).



JULIANA RIOS

Foreign

VICE PRESIDENT OF IT & DIGITAL

Juliana Rios has been the Vice President of IT & Digital at LATAM Airlines Group S.A. since January 2021, leading the digital transformation efforts. With more than 20 years of experience in services and technology in the financial and airline industries, she has excelled in areas such as business transformation, mergers and acquisitions, digitization, IT and large-scale project management, including PSS migration. Prior to joining LATAM Airlines Group S.A., Rios held an executive position at Banco Santander, Brazil, where she led the retail business strategy and customer experience, as well as heading integration programs in Brazil, Italy and the Netherlands. She holds a degree in Business Administration and an MBA in Corporate Management from IBMEC.



ANDRÉS BIANCHI

8.867.785-4

CEO LATAM CARGO GROUP

Andres Bianchi has been the CEO of LATAM Cargo Group since 2017, where he manages and coordinates the air freight activities of the affiliates of LATAM Airlines Group S.A. He joined LATAM Cargo Group in 2010 and has held several leadership positions prior to his current position, including CCO for North America, Europe and Asia, VP of the Cargo Network, and CFO. Prior to joining LATAM Cargo Group, he worked as a consultant at McKinsey & Company and, between 2002 and 2006, he was head of Investor Relations at LAN Airlines. Andres Bianchi holds a degree in Business Administration from the Pontificia Universidad Católica de Chile and an MBA from The Wharton School of the University of Pennsylvania.



JUAN JOSÉ TOHÁ

16.655.612-0

DIRECTOR OF CORPORATE AFFAIRS AND SUSTAINABILITY

Juan Jose Toha is a journalist with a specialty in Sustainability from Oxford University, as well as a Master's and PhD in Communication from the Universidad Autónoma de Barcelona. He has vast experience in the design and implementation of communication strategies and the interaction of organizations with their environment. He has served in the regional office of the United Nations Food and Agriculture Organization (FAO) for Latin America and the Caribbean in Santiago, Chile, and has held positions as Communications Manager for Codelco and BHP South America, among others. In 2019, he joined LATAM Airlines Group S.A. as Director of Corporate Affairs and Sustainability, reporting directly to the CEO, and he is at the head of the corporate strategy of public affairs, external communications, and sustainability.

EXECUTIVES’ REMUNERATION

NCG 519: 3.4.II AND 3.4.III SENIOR EXECUTIVES, 3.6.XI AND 3.6.XII RISK MANAGEMENT
GRI 2-19 AND 2-20

LATAM group has a compensation policy for wage structures that applies to all positions, and consists of the methodology of weighting positions (points and grades) and salary scales (based on market research), which guides all salary movements, both for merit and promotions within the organization.

The Leadership Committee, comprised of four directors, is responsible for analyzing LATAM group's top-level organizational structure and corporate compensation policy. Its function is to align remunerations with the company's strategic objectives, reward good performance and behavior, and prevent the compensations policy from generating any type of incentive for key executives to act contrary to the interests of LATAM group, its policies, guidelines and current regulations. Along these lines, the Committee's work includes the review and evaluation of models and best practices available in the market (benchmarking). Thus, the Leadership Subcommittee reviews these topics prior to submitting these proposals to the Directors' Committee.

Likewise, according to the legislation applicable to LATAM group as an open corporation (Article 50 bis of the Corporations Act), the Directors' Committee has the obligation and power, among other things, to examine the remunerations systems and compensation plans for the Company's managers, senior executives and employees.

In turn, each time there is a change, LATAM group's VP of Human Resources must present it to the Directors' Committee. Furthermore, once a year, the Directors' Committee presents the compensation for senior management to the Board of Directors. It should be noted that the policy is not disclosed to the general public, but it is published on LATAM group's internal portal for employees. Along these lines, neither the policy nor the salary structures of the CEO and senior executives are subject to shareholder approval.

During 2024, executive remuneration totaled USD\$43,518,550 (USD\$22,574,793 from remuneration and USD\$20,943,756 from profit-sharing in March 2024). In turn, in 2023, USD\$24,768,065 were paid as remuneration and USD\$13,919,794 as profit-sharing, totaling USD\$38,687,858 as gross remuneration.

The Leadership Committee is responsible for analyzing LATAM group's top-level organizational structure and corporate compensation policy.

Executives’ remuneration

	2024		2023	
	US\$	CLP\$	US\$	CLP\$
Fixed remuneration	22,574,793	22,070,472,322	24,768,065	21,537,317,664
Variable remuneration ¹	20,943,756	20,475,872,938	13,919,794	12,104,095,859
Total	43,518,550	42,546,345,260	38,687,858	33,641,413,523

¹ The calculation of variable remuneration considers the profit-sharing bonus and two Management Protection Plan (MPP) payments as part of the CIP GEM retention program.



CIP GEM

LATAM group implemented a talent retention and alignment program for GEM executives (CEO and employees whose job description is "vice presidents" or "directors"). Those who participants may opt to receive cash payments as Remuneration Units whose value is considered, by way of reference, to be equivalent to the value of one share of LATAM Airlines Group S.A., and consequently, in the event that they are paid, they entitle the employee to receive the cash payment resulting from multiplying the number of Units paid by the value per share of LATAM Airlines Group S.A. to be considered in accordance with the CIP GEM program. Said Units are the following:

1. Retention Shares Units (RSUs)

Retention Shares Units (RSUs) are units associated with the employee's permanence in LATAM group and, consequently, are associated with the passing of time. Thus, overall, the CIP considers up to 2,346,862,183 RSUs, payable in installments per the terms stated below.

It should be noted that, as a general rule, RSUs will be eligible for vesting at the rate of one-third on each of the following dates: month 24, month 36 and month 42, in each case, counted from LATAM group's exit date from the U.S. Chapter 11 proceeding (hereinafter, the "Exit Date"). The foregoing, subject to the occurrence of a triggering event related to the volume of transactions of securities issued by LATAM Airlines Group S.A. under the terms considered in the CIP (hereinafter, a "VTE"—Volume Triggering Event). Therefore, the number of RSUs that actually vest will

be determined based on the net resources accrued as a result of a VTE on the respective determination date (hereinafter, this adjustment will be referred to as the "Pro Rata Factor").

Notwithstanding the above, the CIP GEM also considers a "Guaranteed Minimum Vesting" pursuant to which the percentage of RSUs set forth below will vest on each date indicated, even if no VTE has occurred. The foregoing, net of any RSUs that may have vested previously.

Guaranteed minimum vesting of RSUs

PERCENTAGE OF UNITS TO VEST	
Month 30 from "Exit Date"	20%
Month 42 from "Exit Date"	30%
Month 60 from "Exit Date"	50%

2. Performance Shares Units (PSUs)

Performance Shares Units (PSUs) are the units linked to both employee permanence and the performance of LATAM Airlines Group S.A. measured based on the stock price. Consequently, as with RSUs, these units are related to the passage of time. However, PSUs also consider the market value of LATAM Airlines Group S.A. stock, considering a liquid market. Still, in the absence of such a liquid market, the stock price will be determined on the basis of representative transactions.

Overall, the CIP considers up to 4,251,780,158 RSUs, payable in installments, per the terms stated below.

It should be noted that, as a general rule, PSUs will be eligible for vesting at the rate of one-third on each of the following dates: month 24, month 36 and month 42, in each case, counted from the Exit Date. The foregoing, subject to (i) the occurrence of a VTE; and (ii) that the ratio (hereinafter, the "Net Price/ERO Price Ratio" (ERO is the acronym for Equity Rights Offering)) between the net price of the sales originated in a VTE, divided by the price per share at which the shares were issued by virtue of the capital increase agreed at the LATAM Airlines Group S. A. Extraordinary Shareholders' Meeting (i.e., USD\$0.01083865799—hereinafter, the "ERO Price"), is greater than 50%. The number of PSUs that will actually vest will be determined based on the Pro Rata Factor and the Net Price/ERO Price Ratio).

It follows that the PSUs constitute a contingent and non-guaranteed payment. In addition, certain of the GEM Executives will also be entitled to receive a fixed, guaranteed cash payment ("MPP" - Management Protection Plan) on certain dates under the Reorganization Plan approved and confirmed under the Chapter 11 Proceeding, at a rate of 33% in the 18th month from the Exit Date, 34% in the 24th month from the Exit Date, and 33% in the 30th month from the Exit Date. On the other hand, those employees who are eligible for this MPP will also be eligible for a limited number of additional RSUs ("MPP Based RSUs"). In total, the CIP considers 1,438,926,658 MPP Based RSUs. As a general rule, MPP Based RSUs will be eligible to vest under the same terms and conditions as the RSUs provided, however, that they will be eligible for vesting at a rate of one-third on each of the following dates: month 18, month 24 and month 30, in each case, counted from the "Exit Date".

In addition, an alternative modality is considered so that up to 50% of the PSUs may vest when the return per share, expressed as a percentage of the ERO Price, is equal to or greater than 160%. The foregoing, insofar as it occurs on or before the 60th month from the Exit Date. Specifically, 25% of the PSUs may vest as long as said return is equal to or greater than 160%; and another 25% may vest as long as said return is equal to or greater than 200%. The number of PSUs that will ultimately vest under this alternative modality, as well as the proportions at which this will take place, will depend on the date when said return levels are reached. PSUs that do not ultimately vest under this alternative modality will not be forfeited, and will be eligible for vesting under the general CIP rules.

In both cases, the respective employees must have remained as such in LATAM group at the corresponding accrual date to be eligible to receive these benefits.

Given the characteristics of this program, it has been recorded in accordance with IFRS 2 (Share-Based Payments) and has been considered as a cash settlement award and, therefore, recorded at fair value as a liability under line items Trade Accounts Payable, Other Accounts Payable and Provisions for Non-Current Employee Benefits, which is restated at the closing date of each financial statement, affecting the income for the period classified in the line item Administrative Expenses of the Consolidated Income Statement by function.



Nonetheless, the fair value has been determined based on the current value and the best estimate of the future value of LATAM Airlines Group S.A.'s shares, multiplied by the number of base units awarded. This estimate was based on the Business Plan and its main indicators, such as EBITDAR, adjusted net debt.

CIP (CORPORATE INCENTIVE PLAN)

In order to encourage talent retention among the employees of LATAM group's companies and in response to the exit from the Chapter 11 Proceeding, our Board of Directors approved on April 25, 2023, the extension of an extraordinary and exceptional incentive called Corporate Incentive Plan ("CIP"). The CIP includes incentives divided into three categories

adapted to three different groups or categories of employees, hired directly by LATAM group companies. These categories are: Non-executive employees; Non-Global Executive Meeting or "GEM" Executives; and GEM Executives. Employees in each of these groups are only eligible for the CIP that corresponds to their own category. The terms of each of these CIP categories were communicated to the corresponding employees between January and December 2023. In all cases, the respective employees must have remained as such in the companies of LATAM group at the corresponding accrual date to be eligible to receive these benefits.

During 2024, through December, the amount accrued by the CIP was US\$78.79 million, which is recorded in the line item "Administrative Expenses" in the

Consolidated Income Statement by function. At the end of December 2024, the provisioned balance of this plan is US\$152.6 million.

For a detailed description, see Note 22 (Employee Benefits) in our audited consolidated financial statements.



CORPORATE GUIDELINES

GRI 2-24, 2-26, 2-27, 206-1 AND 3-3

More information

- [Corporate Governance Practices Manual](#)
- [Code of Conduct](#)
- [Corporate Anti-Corruption Policy](#)
- [Policy for Monitoring Related-Party Transactions](#)
- [Code of Conduct for Third Parties and Third Party Intermediaries](#)

GUIDELINES FOR THE OPERATION OF CORPORATE GOVERNANCE

NCG 519: 2.3.4.III STOCKS, THEIR CHARACTERISTICS AND RIGHTS, 3.1.I. AND 3.1.III GOVERNANCE FRAMEWORK, 3.5 ADHERENCE TO NATIONAL OR INTERNATIONAL CODES, 3.6.VII RISK MANAGEMENT

LATAM group's parent company is LATAM Airlines Group S.A., a corporation with securities registered in the Securities Registry of the Financial Market Commission (CMF, for its Spanish acronym) in Chile, and as such, an open corporation in Chile. LATAM Airlines Group S.A.'s shares are traded on the Santiago Stock Exchange, the Chilean Electronic Stock Exchange and in American Depositary Receipt (ADR) form on the New York Stock Exchange (NYSE). Therefore, its corporate governance model is governed by the applicable existing regulation, the Stock Market laws (N° 18,045) and Corporations Act (N° 18,046), the CMF rules, the US SEC regulations, and specific regulations of the five countries where it runs domestic operations (Chile, Brazil, Peru, Colombia and Ecuador).

At the same time, LATAM group prioritizes the adoption of good corporate governance practices through a constant evaluation of available international and national standards, considering their applicability

to its operations, which are carried out in multiple jurisdictions and under diverse regulatory frameworks. In this context, it has a Corporate Governance Practices Manual, published in 2019 and recently updated, whose purpose is to establish the corporate governance principles governing the Board of Directors and to make them known to the market. This document lays the foundation for the processes implemented for the continuous adoption of best practices in this arena and is available to employees on LATAM group's internal website, and on LATAM group's public website for the market, shareholders and other stakeholders.

Likewise, LATAM group has integrated into its Corporate Governance Practices Manual the principles of recognized international codes, such as the UK Corporate Governance Code and the Principles of Corporate Governance of the Organization for Economic Cooperation and Development (OECD) and of the G20, among others, such as local anti-corruption laws. However, LATAM group does not formally adhere to any specific code.

This strategy responds to the need to adopt a flexible approach that will facilitate the incorporation of effective practices aligned with the structure and global operation. For this reason, LATAM Airlines Group S.A. also maintains a Code of Conduct that

includes the most relevant principles of these international and national standards, ensuring a corporate governance model that adapts to the best practices available and the applicable regulatory framework in the territories where it operates.

Meanwhile, a series of corporate guidelines direct employee behavior, in accordance with standards of ethics, integrity, transparency, accountability, and combating illegal acts (corruption, bribery, antitrust, and money laundering). Along these lines, LATAM group constantly evaluates the possibility of implementing best practices, such as adherence to national or international codes.

In fact, the group's Code of Conduct applies to all employees and collaborators of its companies, branches, subsidiaries and offices. Indeed, the Compliance Program, managed by the Compliance department attached to the Legal Affairs & Compliance Vice-Presidency, directs monitoring and control processes and their ongoing evolution.

PENALTIES

NCG 519: 8. LEGAL AND REGULATORY COMPLIANCE IN RELATION TO CUSTOMERS: 8.2 IN RELATION TO ITS EMPLOYEES AND 8.4 FREE COMPETITION , 9. SUSTAINABILITY – 9.1 SASB METRICS SASB TR-AL-520A.1

LATAM group has internal policies in place to prevent and detect regulatory breaches related to the rights of its employees and customers, or that may affect free competition. In this regard, there are a series of trainings to prepare professionals on the specified matters.

More information

See sections: Compliance and Ethics, Confidential Channel, Supplier and Third Party Intermediaries (TPI) Compliance Program.

Free Competition

It is worth noting that, during 2024, there were no enforceable penalties or monetary losses as a result of legal proceedings related to free competition or unfair competition rulings against LATAM Airlines Group S.A. or its related affiliates in Chile or abroad.

Consumer

The number of penalties enforced against LATAM Airlines Group S.A. and/or any of its affiliates in Chile during 2024, in relation to Law No. 19,496 on Consumer Rights Protection, is 21. In the related affiliates in the territories where LATAM group operates, there are 238 enforceable penalties related to legislation equivalent to Law 19,496. The total of the penalties indicated in this paragraph translates into CLP\$758,623,645.

Labor

The number of labor penalties enforced against LATAM Airlines Group S.A. and/or any of its affiliates in Chile during 2024 is 17. In the related affiliates in the territories where LATAM group operates, there are 65 enforceable penalties. The total of the penalties indicated in this paragraph translates into CLP\$167,494,150. Only Chile, Colombia and Brazil were subject to labor protection actions, with no penalties to date.

CONFLICT OF INTEREST

NCG 519: 3.1.III GOVERNANCE FRAMEWORK, 3.6.XIII RISK MANAGEMENT AND 8. LEGAL AND REGULATORY COMPLIANCE – 8.5 OTHERS GRI 205-3 AND 2-15

LATAM group has an internal process to detect and manage conflicts of interest. In fact, all candidates for employment with LATAM group must fill out a Conflict of Interest Statement prior to hiring. Likewise, on a regular basis, LATAM group employees must fill out a Conflict of Interest form each time they take the Code of Conduct course (which is mandatory every two years), as well as updating this document when a potential conflict is considered.

In addition, the Code of Conduct for Third Parties and Third Party Intermediaries establishes guidelines on this matter for suppliers and third parties, who must also answer a questionnaire on the subject.

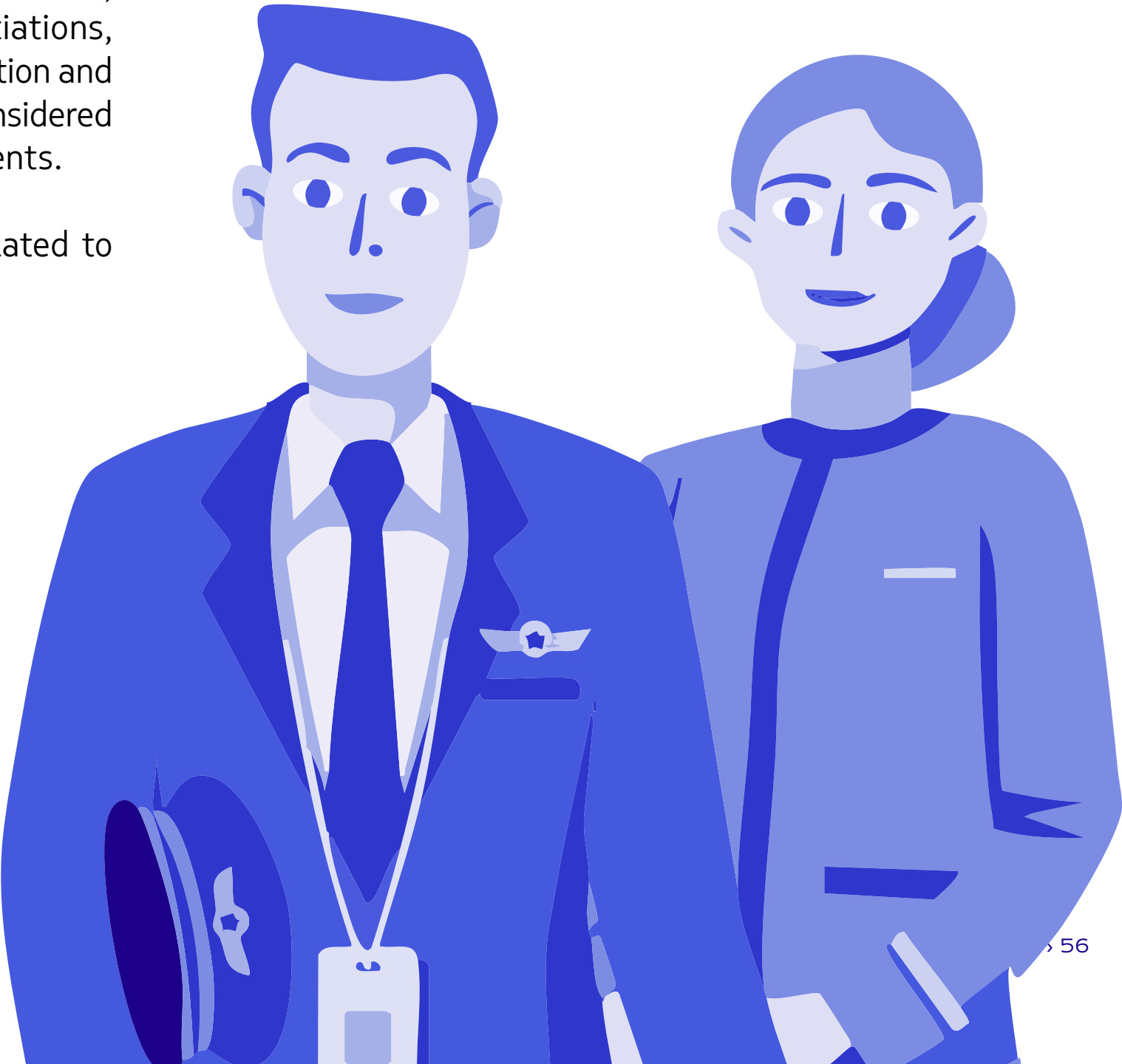
It should be noted that, in the event that a potential

or actual conflict is identified, whether involving candidates, employees or suppliers, it is reviewed by the Compliance team and submitted to the corresponding authorities for evaluation.

On the other hand, both employees and collaborators of LATAM group must request prior authorization for non-routine meetings with competitors and public officials. This is done through the Approvals System, which is operated by the Compliance department, by submitting a request and an order of the day, which must be previously approved by the Legal department.

In addition, LATAM group updated its Corporate Crime Prevention Policy with the purpose of preventing crimes of bribery, money laundering, financing of terrorism, handling stolen goods, incompatible negotiations, corruption between individuals, misappropriation and unfair administration, among other crimes considered in Chilean Law No. 20,393 and its amendments.

In 2024, LATAM group had no penalties related to Law No. 20,393.



RELATED-PARTY TRANSACTIONS

LATAM group has a Related-Party Transactions Control Policy applicable to the parent, all affiliates and all members (of the Board of Directors and employees). This was duly updated in 2024 in line with the relevant regulatory changes and approved by the Board of Directors. The document states that related-party transactions must be conducted in accordance with applicable laws, under market conditions at the time of the transaction, and must contribute to the social interest. Likewise, the document establishes that, where appropriate, these transactions must be submitted for evaluation by the Directors' Committee and the Audit Committee, as well as for the approval of the Board of Directors or the Shareholders' Meeting.

In addition, on January 8, 2024, the Financial Market Commission (CMF) published General Rule 501, which establishes (i) the minimum conditions to be met by

the policy on ordinary related-party transactions, to facilitate the approval of such transactions; and (ii) the public disclosure in January and July of each year of all related-party transactions carried out in the immediately preceding six-month period. The standard became effective in September 2024.

Meanwhile, on August 8, 2024, pursuant to the new Rule 501 and upon the recommendation of the Directors' Committee, the Board of Directors approved amendments to (i) the Policy on Ordinary Related-Party Transactions for LATAM Airlines Group S.A.; and (ii) the Policy on Related-Party Transactions Control for LATAM Airlines Group and its affiliates.

Thus, in compliance with the new Rule 501, LATAM group issued its first report on Related-Party Transactions (RPT). This report, as well as the aforementioned Ordinary Transactions Policy, is available on LATAM's website, in LATAM group's Investor Relations section.

In turn, the consolidated Financial Statements for the financial year ended on December 31, 2024, report the transactions carried out in 2024 between LATAM group and its affiliates. **For more information, see "Financial Reports" chapter.**

POLITICAL CONTRIBUTIONS

NCG 519: 3.1.III GOVERNANCE FRAMEWORK
GRI 415, 3-3: 205

The main guidelines regarding political contributions allowed by LATAM group are contained in the Corporate Anti-Corruption Policy since 2024, after the Political Contributions Policy released in 2016 was repealed. Likewise, the process for validating political contributions was merged with that of donations within the Donations and Political Contributions Procedure. In compliance with current local regulations and LATAM Group's Code of Conduct, this procedure

establishes the criteria and procedures for political contributions—both direct and indirect—to prevent their use as a channel for bribery, corruption or other illicit practices. **See more information in the "Annexes" chapter, Corporate Governance section.**

In financial year 2024, LATAM Airlines Group S.A. did not make any type of contributions to political parties, party officials or candidates for public office.



ETHICS AND COMPLIANCE

NCG 519: 3.2.IX BOARD OF DIRECTORS, 3.6.VIII RISK MANAGEMENT AND 3.1.III GOVERNANCE FRAMEWORK
GRI 2-25, 205-2 AND 205-3

Upon joining the company, all LATAM group employees receive training on integrity and compliance guidelines during the induction process. In addition, the annual training agenda for the different teams includes topics such as ethics, corruption prevention and free competition. There is also specific training on the content of LATAM group’s Code of Conduct, which is mandatory and must be revalidated every two years.

In 2016, LATAM group created the Compliance Ambassadors Program, which aims to have Compliance representatives in all areas of LATAM group, regardless of the position or function they hold. They help to disseminate the Compliance culture, guide other employees and collaborators, identify opportunities for improvement and guide and point out cases to the Compliance department, when necessary. Along

this line, the program currently has more than 400 Compliance Ambassadors worldwide.

During 2024, 100% of the Board of Directors, 88.3% of the Executive Committee (COMEX), and 88.3% of the employees have passed their trainings on the Code of Conduct.

On the other hand, based on the Compliance Program, vendors are informed of and given the Code of Conduct for Third Parties and Third-Party Intermediaries at the start of the business relationship, and they must commit to the anti-corruption clauses contained in contracts and purchase orders.

It should be noted that there were no cases of corruption in 2024. Likewise, LATAM uses the Foreign Corrupt Practices Act (FCPA) definition of corruption. Within it, an act of corruption is incurred when there is an offer, promise, or authorization of payment, or a payment in fact, made to a public official, with the aim to induce the receiver to abuse their official position, regardless of whether the corrupt act succeeds in its purpose.

COMPLIANCE SYSTEMS AND PROCEDURES

● Compliance as a key factor in employee remuneration

LATAM group's Compliance system reinforces its commitment to integrity and ethics by associating the remuneration of certain key positions with specific compliance-related indicators. For example, the incentives of the Vice-Presidency of Legal Affairs & Compliance and the Internal Audit Department are linked to the fulfillment of specific goals. In the case of the Internal Audit Department, part of the short-term (annual) performance incentive is conditioned to the improvement of internal control. Likewise, in the Legal department, certain Compliance indicators, such as the management of the Code of Conduct and the Confidential Channel, are included in the KPIs that have a direct impact on employee compensation.

● Employee performance evaluation systems integrate Compliance and the Code of Conduct

LATAM Group's performance evaluation system includes a competency evaluation section applicable to all employees. In this framework, Compliance is recognized as one of the key behaviors assessed within the competency called "Security and Risk Management & Compliance." Specifically, employees are expected to display behavior that is consistent with the Code of Conduct, as well as with the policies and procedures affecting the safety of LATAM group. This involves understanding that their actions directly impact customers, processes, facilities and the environment.

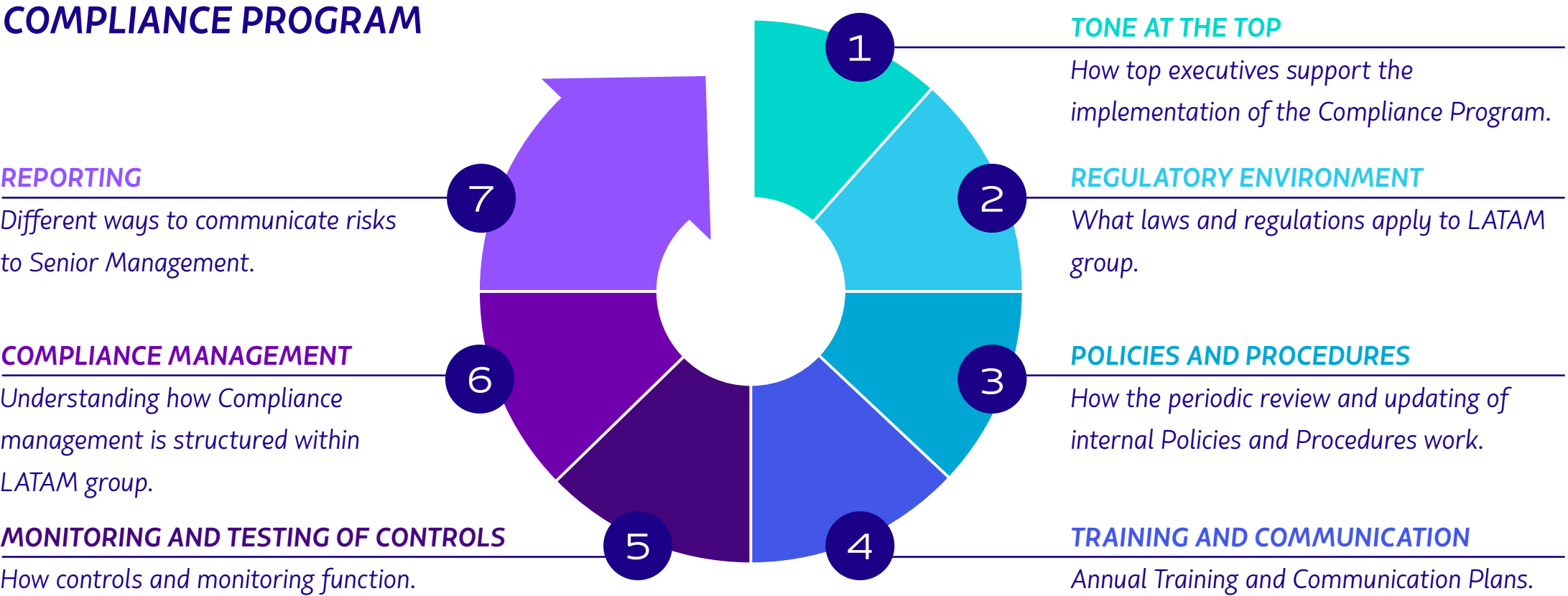
● Periodic audits of the Compliance program

NCG519: 3.6.XIII RISK MANAGEMENT

During 2024, LATAM group updated its Crime Prevention Model in order to incorporate into LATAM group's policies and Compliance Program the regulatory changes introduced by Chilean Law No. 21,595 (Economic Crimes Law) into Law No. 20,393 on Criminal Liability of Legal Entities. As part of this process, the Corporate Crime Prevention Policy was also updated and duly approved by the Board of Directors.

It should be noted that, according to the new regulations, certifications to the model are no longer applicable. However, periodic audits by independent agencies are required. Although they have not yet been carried out due to the recent implementation of the changes, the Corporate Crime Prevention Policy establishes that LATAM group will carry out these audits every two years, in line with the flexibility allowed by law regarding their frequency.

COMPLIANCE PROGRAM



During 2024, 100% of the Board of Directors, 88.3% of the Executive Committee (COMEX), and 88.3% of the employees have passed their trainings on the Code of Conduct.



WORKPLACE HARASSMENT AND VIOLENCE

NCG 519: 5.5 WORKPLACE HARASSMENT, SEXUAL HARASSMENT AND VIOLENCE, 8.2 WITH REGARD TO ITS WORKERS
GRI 406-1

LATAM group's Code of Conduct prohibits all harassing behavior in the workplace, sexual harassment and violence, and specifies the agencies for escalating and reporting incidents through the Confidential Reports Channel.

Each country where LATAM group is based has its own workplace harassment, sexual harassment and violence protocols. In the case of Chile, the process is explained in the Internal Regulations for Order, Hygiene and Safety, as required by local regulations.

In 2024, LATAM group received 61 complaints of sexual harassment, 32.8% of which were substantiated, and 505 complaints of workplace harassment, 8.91% of which were substantiated. All complaints were handled in accordance with the procedures established in each jurisdiction.

Reports at LATAM Group in 2024

100%

OF THE REPORTS WERE ADDRESSED
FOLLOWING THE PROCEDURES ESTABLISHED
IN EACH JURISDICTION

In turn, there were 11 substantiated cases of discrimination and conflicts of interest. In response to these cases, LATAM group began a review of processes, created and reinforced control, auditing and training systems as mitigation measures, and levied sanctions under local labor regulations, as remediation.

It is important to note that LATAM group trains its employees on workplace harassment, sexual harassment and violence issues, as part of its Code of Conduct trainings. Along these lines, LATAM group conducted a new course focused on the subject with 8,785 employees in Chile in 2024, representing 89.1% of the total workforce. The training will remain in place for new employees during 2025.

Effective date of Chilean Law No. 21.643

Chilean Law No. 21,643 (Karin Law) became effective in August 2024, implying the adaptation of the procedures of LATAM group's companies in Chile to ensure compliance with the provisions to strengthen the prevention, investigation and punishment of workplace harassment, violence and discrimination in the workplace.

In this context, LATAM group's operation in Chile has implemented the necessary measures to align its internal processes with these regulations, reinforcing its commitment to a safe, inclusive and respectful work environment for all its employees.

Confidential channel

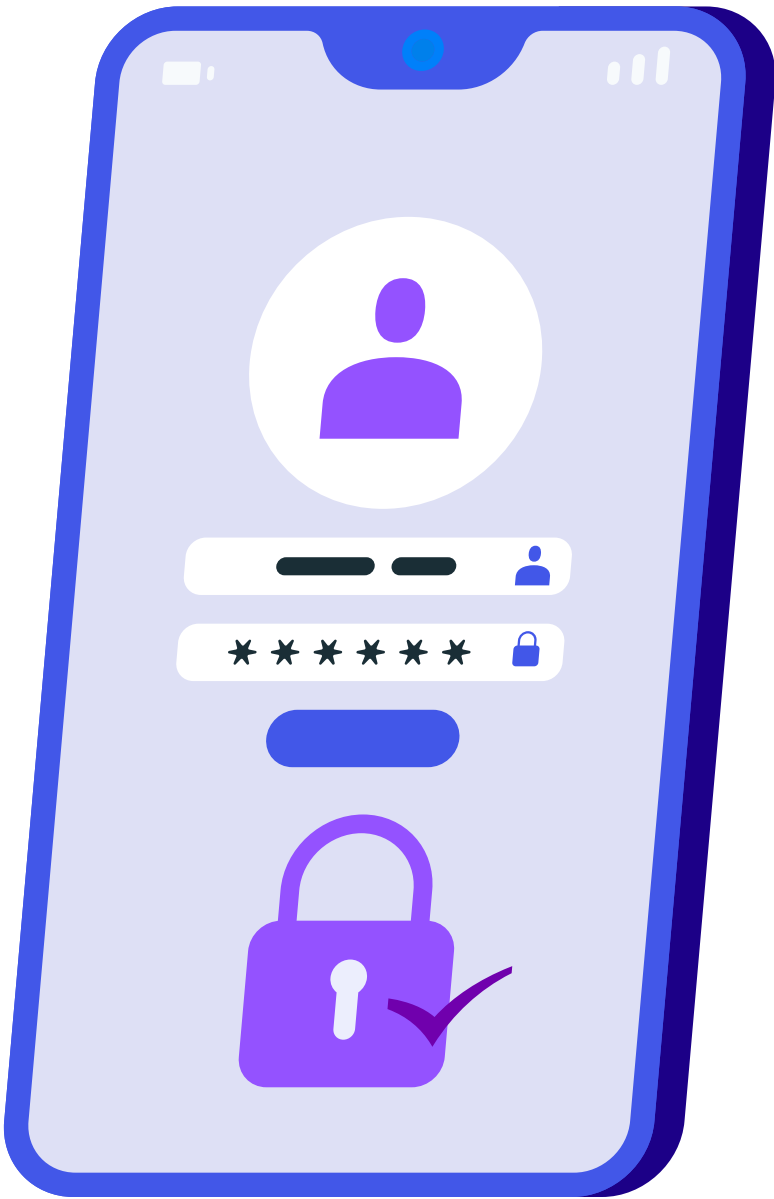
NCG 519: 3.6.IX RISK MANAGEMENT
GRI 2-16, 2-25 AND 2-26

LATAM group has a Confidential Channel to receive potential reports on breaches of laws and internal rules; breaches of the Code of Conduct; labor irregularities; discrimination; workplace and sexual harassment; fraud; corruption; and bribery, among others. In fact, LATAM group's stakeholders can access this channel anonymously, per local regulations, and the principle of "non-retaliation" is guaranteed when reports are in good faith.

When a report is made through this channel, which is available through the Investor Relations site and hosted on the platform of an external and non-LATAM group provider, the complainant receives an identification number with which they can monitor their case. Note that the information provided only refers to the status of the case (whether it is open, under investigation or closed with findings of fact). Along these lines, no information is disclosed of the possible penalties that might be levied against the individuals reported.

In the case of investigations, they are carried out internally by the Compliance team, with support from HR, Legal and any other individuals necessary. The channel is constantly strengthened and made known through monthly communications, trainings carried out by the Compliance team, e-learning and LATAM group policies. In addition, contracts with suppliers include access to this document, as well as to the Code of Conduct for Suppliers and Third Party Intermediaries (TPIs) (See more in the Suppliers chapter).

More information
Web access to LATAM group's Confidential Channel



LATAM group reports channel

GRI 205-3, 406-1 AND 418-1

TYPE OF REPORT	SPANISH-SPEAKING COUNTRIES AND OTHER COUNTRIES ¹		BRAZIL		TOTAL SUBSTANTIATED REPORTS
	REPORTS FILED	SUBSTANTIATED REPORTS	REPORTS FILED	SUBSTANTIATED REPORTS	
Corruption or bribery ²	3	0	3	0	0
Discrimination	8	2	141	82	84
Workplace harassment	82	16	423	29	45
Sexual harassment	15	3	46	17	20
Confidentiality of information or privacy policy	1	0	9	1	1
Conflicts of interest	11	1	94	10	11
Money laundering or insider trading ²	2	0	3	0	0

¹ Includes Chile and other countries of Latin America, Europe, North America (US, MX, etc.), the Caribbean and Oceania.

² Only cases among Private Individuals were received, and no cases involving Public Officials.

³ The number is based on the gender of the individual who filed the report.

⁴ Law No. 21,643 came into effect on August 1, 2024.

CHILE REPORTS CHANNEL (Law No. 21,643)^{3,4}

NCG 519: 5.5 WORKPLACE HARASSMENT, SEXUAL HARASSMENT AND VIOLENCE

TYPE OF REPORT	FILED WITH THE AGENCY		FILED WITH THE MINISTRY OF LABOR		TOTAL
	MEN	WOMEN	MEN	WOMEN	
Workplace harassment	3	5	2	4	14
Sexual harassment	0	0	0	0	0
Violence in the workplace	0	4	0	2	6
Total	3	9	2	6	20

Employees trained in the protocol for the prevention of sexual harassment, workplace harassment and violence at the workplace and the procedure for investigation and sanctions

NCG 5.5 WORKPLACE HARASSMENT, SEXUAL HARASSMENT AND VIOLENCE IN THE WORKPLACE

PERCENTAGE (%) OF EMPLOYEES TRAINED IN CHILE	
Senior Management	82.5%
Management	83.5%
Leadership	82.1%
Operators	88.6%
Sales Force	89.9%
Administrative staff	82.7%
Other professionals	85.5%
Other technicians	94.3%
Total	89.1%

Note: LATAM group does not have any professionals in the auxiliary category.

FUNCTIONAL CATEGORIES

● Senior Management

CEOs, Vice-Presidents and directors.

● Management

Senior managers, manager and assistant managers.

● Leadership

Area managers and department manager.

● Operators

Cargo Operations, Maintenance, Airport and

Operations Control Center.

● Sales Force

Sales Operations and Customer Care.

● Administrative staff

Support activities and general roles.

● Other professionals

Middle management in support activities.

● Other technicians

Command and cabin crew.

Note: LATAM group has no employees under the “Auxiliary” personnel, as defined under Chile’s NCG N°519.

Employees trained¹ on the code of conduct 2024

NCG 519: 3.6.IX RISK MANAGEMENT

GRI 205-2

	BRAZIL	CHILE	COLOMBIA	ECUADOR	UNITED STATES ²	PERU	OTHERS	LATAM GROUP
Senior Management	93.3%	82.5%	100.0%	N/A	66.7%	100.0%	100.0%	84.8%
Management	95.4%	89.5%	89.3%	100.0%	82.4%	82.6%	85.7%	90.2%
Leadership	96.6%	87.2%	86.2%	90.3%	83.5%	84.3%	84.9%	91.0%
Operators	96.8%	79.4%	95.3%	98.1%	75.0%	88.5%	93.7%	93.2%
Sales Force	95.0%	69.3%	70.4%	100.0%	0.0%	70.2%	71.9%	80.5%
Administrative staff	98.0%	88.1%	85.7%	96.4%	100.0%	89.5%	86.8%	91.3%
Other professionals	95.4%	89.2%	94.7%	92.9%	93.4%	84.5%	91.2%	91.4%
Other technicians	96.8%	79.0%	96.2%	98.3%	100.0%	94.0%	88.6%	92.2%

Note: LATAM group does not have any professionals in the auxiliary category.

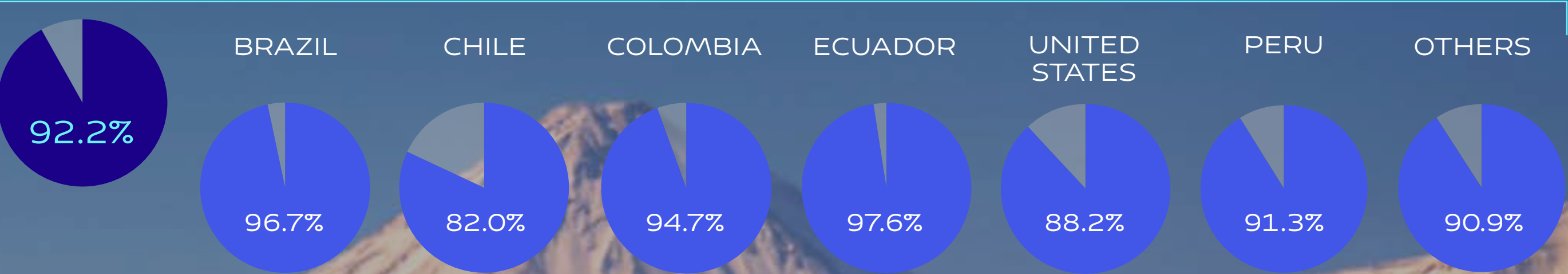
¹ This percentage does not include personnel on permanent medical leave.

² Percentage based on the personnel to whom the course is made available; i.e., direct personnel hired by LATAM group.

EMPLOYEES TRAINED ON THE CODE OF CONDUCT IN 2024

NCG 519: 3.6.IX RISK MANAGEMENT

LATAM GROUP



RISK MANAGEMENT

NCG 519: 3.6.I, 3.6.III, 3.6.IV, 3.6.V, 3.6.VI
 RISK MANAGEMENT
 GRI 3-3

At LATAM Group, risk management and governance are based on the Comprehensive Risk Management Policy. This instrument establishes a cross-cutting framework to address sustainability, business continuity, customer, financial and reputational risks. Likewise, it defines key functions and strategies that ensure efficient management aligned with the organization's strategic objectives.

In line with this approach, during 2024, LATAM group presented the Board of Directors with a commitment to strengthen this management model. This initiative sought to raise the level of maturity in the identification, evaluation and mitigation of risks. At the same time, it prioritized the delivery of more timely and relevant information to senior management, contributing to better informed and strategically aligned decisions.

Among the year's most noteworthy advances was the strengthening of corporate governance, achieved through the optimization of monitoring and communication processes between the different areas of LATAM group. This effort placed special emphasis on the units in charge of managing the most critical risks, promoting greater cohesion and operating efficiency.

On the other hand, LATAM group made significant progress in risk management through the incorporation of innovative technologies that boosted the automation

and digitization of analysis processes. These tools significantly increased efficiency and made it possible to design more effective plans to mitigate key risks, strengthening the capacity to respond to possible contingencies.

Predictive analytics

A highlight of the 2024 period was the progress in implementations of predictive analytics and the use of data for risk management, which represents a significant change, as well as a great opportunity in the risk management approach.

Predictive analytics combines internal and external data to identify patterns and anomalies that make it possible to foresee critical risks. This is done using models supported by historical information, sophisticated analytical tools and automated reporting systems, and incorporating emerging technologies such as artificial intelligence (AI). An example of this is what has been applied to risks with reliable information for their analysis, such as those related to operational safety. As its development progresses, its application is expected to be expanded to other areas of the organization.

Roles and responsibilities

The Board of Directors is responsible for ensuring the existence of a comprehensive risk management process, as well as for approving related policies and promoting a risk-oriented organizational culture. To carry out this task, it delegates to the Directors' Committee and the Audit Committee the supervision of the development and evaluation of risks relevant to LATAM group.

In turn, the Directors' Committee and the Audit Committee rely on the Risk Management Department to manage the model, which involves the detection, oversight and consolidation of the most significant risks for the companies in LATAM group. To achieve this, Risk Management assists and centralizes the information gathered by the different leaders of the various areas of LATAM group, who are directly responsible for identifying, assessing, monitoring and managing the risks pertaining to their corresponding areas.

In this regard, LATAM group executives play a key role in the identification and analysis of corporate risks within their areas. They are responsible for identifying singular events that may significantly affect the fulfillment of strategic objectives. In addition, they oversee the handling of these risks and foster a culture of risk awareness both in their area and throughout LATAM group.

On the other hand, LATAM group has an Internal Audit department, which is responsible for independently ensuring the operation, effectiveness, and compliance with the Risk Management Model. This team, headed by the Audit and Internal Control Director, reports directly to the Directors' Committee and the Audit Committee, thus ensuring an impartial and strict monitoring of the policies implemented.



Meetings between Risk Management and the Board of Directors, the Directors' Committee and the Audit Committee

NCG N°519: 3.2.VI BOARD OF DIRECTORS AND 3.3.VI BOARD COMMITTEES

PERIODICITY ¹	During 2024, Risk Management made two presentations to the Board of Directors and one to the Directors' Committee. In addition, there were sessions where Risk Management participated, in which those responsible for the risks—i.e., the vice-presidents of LATAM group—made presentations. These situations arose in the Board of Directors, Directors' Committee and in some Board Subcommittees. In all these spaces, the current status of the risks in their care was presented, as were the strategies underway and the key issues to be addressed and managed.
MAIN TOPICS ADDRESSED	● Methodology ● Risk map update ● Emerging risks ● Compliance with standards and regulations ● Planning and resilience scenarios ● Risk/mitigation strategy ● Mitigators ● Focal points and action plans

Meetings between Internal Audit and the Board of Directors, the Directors' Committee and the Audit Committee

NCG N°519: 3.2.VI BOARD OF DIRECTORS AND 3.3.VI BOARD COMMITTEES

PERIODICITY ¹	The Risk, Audit and Internal Control Director meets with the Board of Directors at least twice a year, while the Directors' Committee meets monthly. The Vice President of Legal Affairs and Compliance participates in all meetings with the Directors' Committee. The CFO participates in Financial Statement review meetings and other vice presidents participate according to the corporate risk review agenda. In addition, the CEO participates in presentations to the Board of Directors. It is worth noting that the Director of Risk, Audit, and Internal Control serves as the Secretary in meetings with the Directors' Committee.
MAIN TOPICS ADDRESSED	● Directors Committee: - Approval and monitoring of the annual Internal Audit Plan, - status of SOX (Sarbanes Oxley Act) Certification Plan - Status of relevant projects - Status of Fraud Desk - Other matters. ● Board of Directors - Provide an overview of Corporate Risks. - Other matters

¹ The LATAM group CEO participated in all Board meetings where risks were presented.



THREE LINES OF DEFENSE MODEL

Using international risk management methodologies as a benchmark, LATAM group has established a **Three Lines of Defense model** to maintain an adequate process for risk identification and mitigation.

In this structure, the **first line of defense** comprises business process owners, who are primarily responsible for identifying, assessing, managing and monitoring their risks.

In addition, areas have been established that operate as a **second line of defense**, in order to provide specialized support and advice to business units. These areas manage risks through the application of specific frameworks and methodologies. For example, the Operational Safety department does so by following the Safety Management System (SMS); the Sustainability Management applies double materiality to identify, evaluate and prioritize environmental, social, economic or corporate governance risks; and the Information Security Management follows standards based on ISO/IEC 27001 and NIST, among others.

The areas in the second line of defense also carry out inspection, verification and external audit processes. Examples of this are the external inspections and audits for the certification process under the IATA Environmental Assessment (IEnvA) standard for the subsidiaries in Brazil, Chile, Colombia, Ecuador and Peru, as well as the system checks and stress tests carried out by the cybersecurity team.

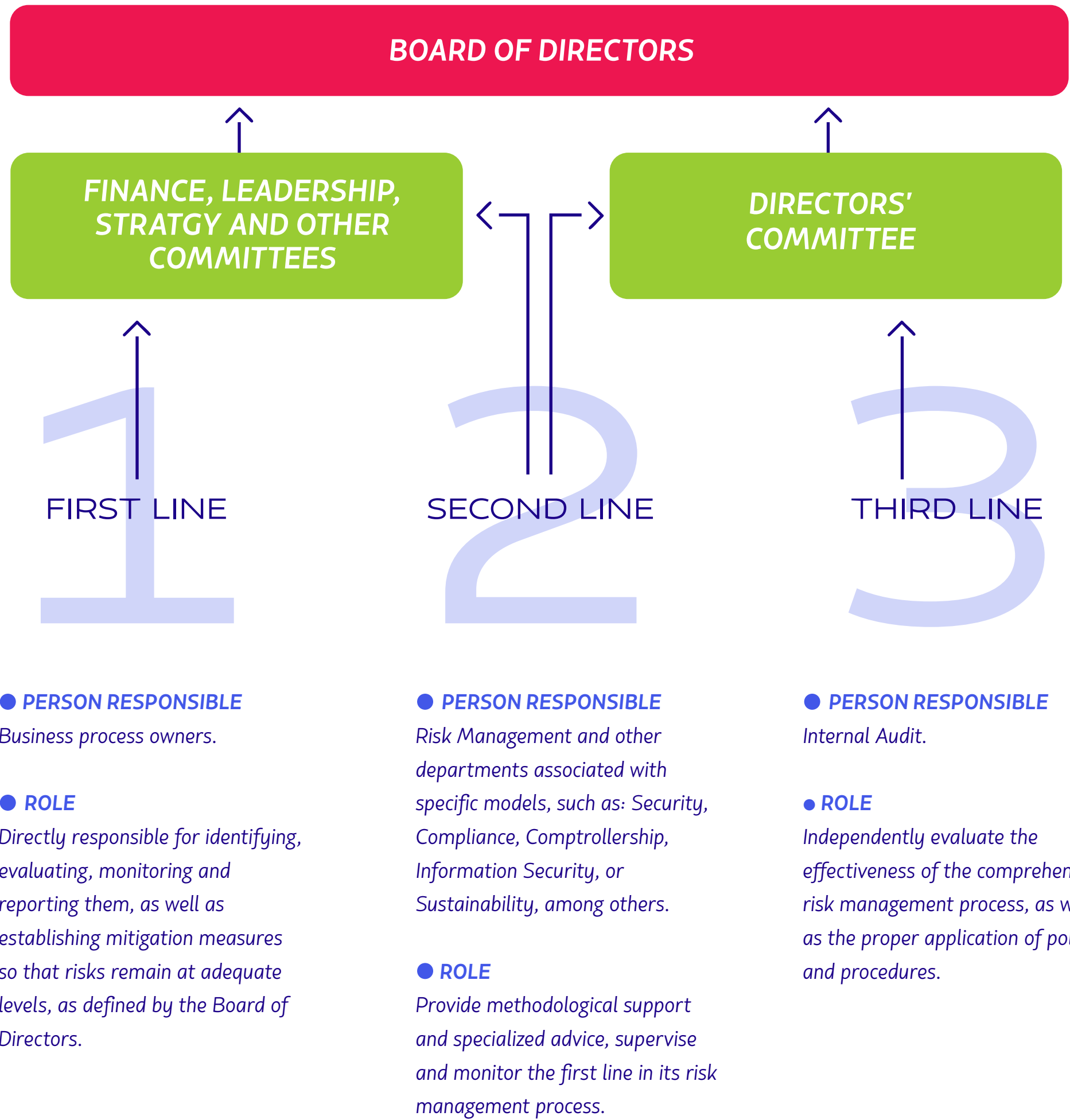
In addition, external audits are included for IATA Operational Safety Audit (IOSA) certification, which

ensures that LATAM group's operations meet the highest operational safety standards. These activities are complemented with the assurance functions of Internal Audit, which acts as a **third line of defense**.

Once the risk exposure is assessed, Risk Management presents the information to the Board of Directors, classified by severity level, using specific metrics and visual tools such as heat maps and interactive dashboards. This classification not only streamlines the effective prioritization and assessment of risks, but also makes it possible to identify patterns and trends that could influence the organization's strategic decisions. The information is delivered in a clear and structured manner, highlighting the most critical risks and their potential impacts on key areas such as operations, finance, reputation and regulatory compliance. In addition, recommendations for the implementation of specific mitigation measures and action plans are included, ensuring that Board members and senior management have a comprehensive overview to make informed decisions.

This approach allows the Board of Directors not only to focus its efforts on the most relevant risks, but also to align corporate strategy with risk management plans, strengthening organizational resilience and anticipating possible contingencies. It also fosters greater interaction between operational areas and leadership, ensuring that mitigation strategies are aligned with LATAM group's long-term objectives.

LATAM group's three lines of defense model



RISK ASSESSMENT AND MITIGATION

NCG 519: 3.6.I RISK MANAGEMENT

Integral Risk Management is an essential process for LATAM group, making it possible to address uncertainty by identifying risks and opportunities, optimizing the capacity to generate value and achieve strategic objectives. This process is continuous and must be maintained over time, given that Risk Management is dynamic, structured, methodical and, at the same time, flexible to adapt to the internal and external contexts of LATAM group. In addition, it is strengthened by learning and experience gained over time.

For that purpose, LATAM group has implemented a comprehensive risk management model that uses benchmark methodologies such as ISO 31,000 and COSO ERM. This model focuses on the evaluation and weighting of potential impacts and the probability of occurrence of risks. The impact assessment considers several dimensions, such as financial and reputational, while probabilities are classified on a scale from “remote” to “near certain”.

As part of this process, LATAM group defines its risk appetite considering its corporate strategy and level of risk aversion, establishing a framework that balances growth and security in its decision making. Supervised by the Board of Directors, this appetite is defined according to the scalability of risk management, assigning responsibilities based on the exposure to each type of risk. Its definition combines the impact and likelihood of occurrence (inherent risk) with the evaluation of existing controls (residual risk), in accordance with LATAM Group's Risk Management Procedure.

Risk Management periodically, or at least once a quarter, updates the exposure status of the main corporate risks, constantly monitoring changes that may require a new revision. This exercise incorporates external and internal information from different sources, including regulatory changes. The information is consolidated in a report that is delivered to the relevant persons in charge, facilitating its review and coordinated management with the respective areas involved.

It is important to note that, in 2024, Risk Management presented an update of LATAM group's risks to the Directors' Committee in June, and made two other presentations to the Board of Directors in August and December.

LATAM group also implements specific strategies to mitigate risks and ensure operational stability. Along these lines, in the financial arena, there is, for example, a manual for fuel and exchange rate hedging, which helps to reduce exposure to the variability of these factors. Meanwhile, in the operational arena, the organization has solid insurance coverage and adopts proactive safety measures, such as the Safety Management System (SMS) and the Emergency Response Plan.

As part of these measures, LATAM group establishes that a risk analysis be performed each time a new operation is initiated or the conditions of an existing operation are modified (e.g., a change of aircraft). This analysis enables the identification of possible undesirable conditions to implement action plans to ensure that the operation remains within an acceptable level of safety.

This analysis is developed through the Change Management Analysis Procedure, which is part of LATAM group's SMS. Its main objective is to identify the hazards associated with changes—both internal and external—evaluate them and establish the necessary barriers for their implementation in the operational areas. In this way, the aim is to mitigate those risks that represent an unacceptable level for the companies in LATAM group.

RISK MANAGEMENT SYSTEM CONTROL

An annual control is reviewed under the Sarbanes-Oxley Act (SOX), which requires demonstrating risk management that is presented to the Board of Directors, the Directors' Committee and the Audit Committee. This control is reviewed on an annual basis with an external auditor (which, in 2024, was PricewaterhouseCoopers) and the Internal Control department, ensuring transparency and compliance with applicable regulations.

These actions reflect LATAM group's firm commitment to comprehensive risk management and the continuity of its operations. Many of these initiatives are explained in other chapters of this Annual Report. For example, the "Employees" chapter describes measures implemented to assess organizational climate, benefits offered and various initiatives targeting talent management and organizational culture. Likewise, the "Commitment to Sustainability" chapter presents the strategies aimed at mitigating environmental risks. On the other hand, the "Operations", "Safety" and "Customers" chapters describe the plans and initiatives developed by the organization to address operational and safety risks, among others.

LATAM Group has implemented a comprehensive risk management model that uses benchmark methodologies such as ISO 31,000 and COSO ERM.

It is important to note that, on an annual basis, LATAM group presents the main risk factors both in the 20-F Annual Report and in this Annual Report, in the Annexes section, under the heading "Risk Factors".

[More information](#)

[In the "Annexes" chapter \("Risk Factors"\), pages 238-255](#)

RISK CULTURE

NCG 519: 3.6.I RISK MANAGEMENT

LATAM Group's risk management model focuses on strengthening the capacity to anticipate risks, manage them the appropriately and promote a culture that values its employees' skills and capacities in the face of risks, encouraging self-assessment and prevention.

Along these lines, LATAM group actively promotes this culture through training and outreach programs, proactive risk identification and its inclusion in employee performance evaluation criteria. It also implements specific channels for risk escalation, such as the Confidential Channel, and internal committees such as the Executive Committee for Technological Risks and the Operational Security Committee, responsible for detecting and escalating technological and operational security risks, respectively.

In 2024, two key internal campaigns were carried out to strengthen risk management in the organization. The first, in May, consisted of a series of posts on the internal portal, with the aim of raising awareness among all employees of the Integrated Risk Management Policy. In July, through the "Líderes al Día" (Leaders of the Day) report, a detailed analysis of the risk policy was shared, reinforcing employees' roles and responsibilities in the detection, management and mitigation of risks.

In addition, LATAM group conducted Corporate Governance training for all its executives, which included a specific chapter on Corporate Risks to strengthen executives' understanding of the strategic importance of risk management.



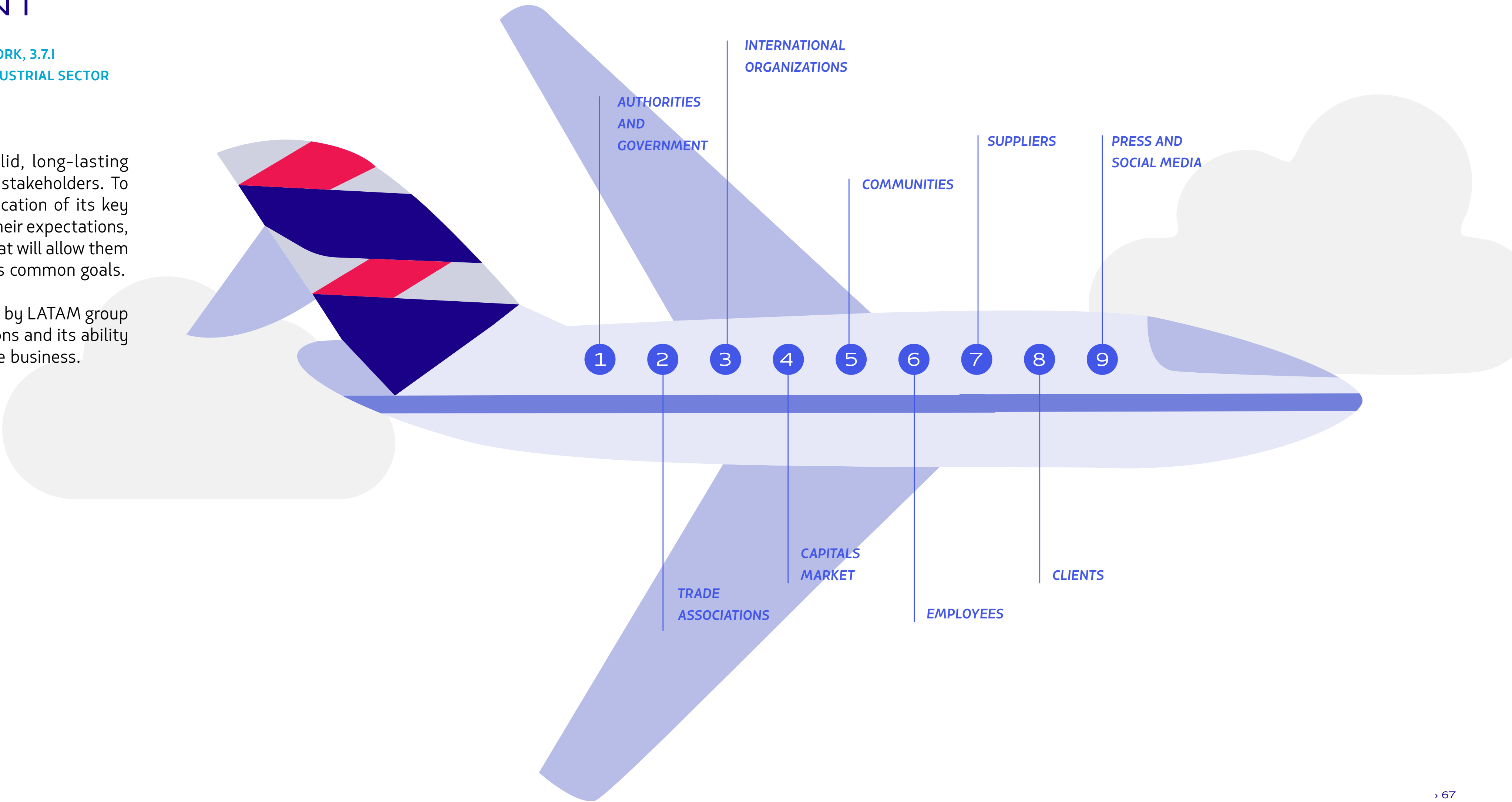
STAKEHOLDER ENGAGEMENT

NCG 519: 3.1.V GOVERNANCE FRAMEWORK, 3.7.I
STAKEHOLDER ENGAGEMENT, 6.1.V INDUSTRIAL SECTOR
AND 6.3 STAKEHOLDERS
GRI 2-25, 2-28 AND 3-3

LATAM group seeks to build solid, long-lasting relationships of trust with all its stakeholders. To this end, it prioritizes the identification of its key audiences, the understanding of their expectations, and the creation of connections that will allow them to move forward together towards common goals.

Each stakeholder group is defined by LATAM group based on its influence on operations and its ability to impact the sustainability of the business.

See more on next page.



1 AUTHORITIES AND GOVERNMENT

Definition of the regulatory framework and public policies that influence operations.

● **Impactful activities:** Participation in sectoral roundtables, ensuring regulatory compliance, regulatory reporting and collaboration in initiatives related to operational safety and sustainability.

● **Mechanisms to address their interests:** Ongoing dialog with regulators, compliance with local and international regulations, periodic reporting, and participation in public and private forums related to aviation policies, among others.

2 TRADE ASSOCIATIONS

Cooperation on common issues for the development of the aviation sector.

● **Impactful activities:** Active participation in associations, contribution to the definition of industry standards, and development of collaborative initiatives.

● **Mechanisms to address their interests:** Technical and regulatory contribution in sectoral committees, participation in conferences, and collaboration in initiatives for the development and improvement of the industry.

3 INTERNATIONAL ORGANIZATIONS

Establishment of global standards and sector benchmarks.

● **Impactful activities:** Implementation of safety, quality and sustainability standards defined by the International Civil Aviation Organization (ICAO) and the International Air Transport Association (IATA).

● **Mechanisms to address their interests:** Collaboration in global studies and reports, compliance with international certifications, and attendance to strategic meetings.

4 CAPITALS MARKET

Access to financing and support for business sustainability.

● **Impactful activities:** Publication of financial and non-financial results.

● **Mechanisms to address their interests:** Transparency in financial and non-financial information, meetings with analysts and participation in roadshows with investors.

5 COMMUNITIES

Generation of shared value with localities in the five countries where LATAM group has domestic operations.

● **Impactful activities:** Proper management of potential external impacts (social, environmental and health), support in emergency situations, and collaboration in social and environmental initiatives.

● **Mechanisms to address their interests:** Adherence to high environmental, social and governance (ESG) standards, mapping and management of potential impacts on the environment, and Shared Value programs (Avion Solidario).

6 EMPLOYEES

Fundamental pillar of the business, essential for operations and service.

● **Impactful activities:** Job generation, implementation of professional development and training programs, and promotion of good working conditions.

● **Mechanisms to address their interests:** Application of work climate surveys, strengthening of internal communication channels, implementation of training programs and benefits, as well as occupational safety and wellness initiatives.

7 SUPPLIERS

Strategic business relationships to ensure operational continuity.

● **Impactful activities:** Selection and evaluation processes, fulfillment of payment deadlines and ensuring operational continuity.

● **Mechanisms to address their interests:** Direct and indirect communication channels, meetings with strategic suppliers and monitoring compliance with contractual payments.

8 CLIENTS

Focus on offering a reliable and satisfactory passenger experience.

● **Impactful activities:** Guaranteed service quality, punctuality and security, together with an efficient management of claims and adequate protection of personal data.

● **Mechanisms to address their interests:** Conducting satisfaction surveys, continuous development of innovative solutions to improve customer experience, multi-channel support and implementation of Information Security policies and plans.

9 PRESS AND SOCIAL MEDIA

Management of requests and communication of milestones through the External Communications Department(ComunicacionesExternas@latam.com).

● **Impactful activities:** Press releases, conferences and media interviews.

● **Mechanisms to address their interests:** Liaison with journalists, delivery of information in a transparent and clear manner, as well as regular updates on the business.

MEMBERSHIP IN ASSOCIATIONS

NCG 519: 6.1.VI INDUSTRIAL SECTOR AND 6.3
STAKEHOLDERS
GRI 2-28

LATAM group participates, through memberships, in representative agencies that promote initiatives for strategic debate and the joint construction of solutions. It also collaborates in the discussion of public policies and regulations relevant to the sector. In fact, in 2024, financial contributions to the different agencies totaled US\$1,545,987. All of these amounts went to trade associations, with the largest contributions going to Associação Brasileira das Empresas Aéreas (Abear), which received USD\$909,733; Asociación Latinoamericana de Transporte Aéreo (ALTA), which received US\$90,160; and Asociación Chilena de Aerolíneas (ACHILA), which received USD\$62,000.

More information
in Chapter "Annexes" under Corporate Governance, page 216.



ARGENTINA

Cámara de Compañías Aéreas en Argentina (JURCA)



BRASIL

Associação Brasileira das Empresas Aéreas (Abear)
Associação Brasileira das Empresas de Mercado de Fidelização (Abemf)
Associação Brasileira de Comunicação Empresarial (Aberje)
Câmara Americana de Comércio para o Brasil (Amcham Brasil)
G100 Brasil (G100 Brasil)
Junta dos Representantes das Companhias Aéreas Internacionais do Brasil (Jurcaib)
Sindicato Nacional das Empresas Aeroviárias (Snea)
Asociación Latinoamericana de Transporte Aéreo (ALTA)
Centro Indústria do Estado de São Paulo (CIESP)



CHILE

Asociación Chilena de Aerolíneas (ACHILA)
Asociación Latinoamericana y del Caribe de Transporte Aéreo (ALTA)
Cámara Chileno Norteamericana de Comercio (Amcham – Chile)
Cámara de Comercio de Santiago (CCS)
Federación de las Empresas de Turismo de Chile (Fedetur)
Fundación Chilena del Pacífico
Instituto Chileno de Administración Racional de Empresas (ICARE)
Global Compact
Sociedad de Fomento Fabril (SOFOFA)



COLOMBIA

Asociación de Líneas Aéreas Internacionales en Colombia (ALAIICO) – Carga
Asociación de Transporte Aéreo de Colombia (ATAC)
Asociación Nacional de Empresarios de Colombia (ANDI)
Federación Nacional de Comerciantes (FENALCO)



ECUADOR

Cámara de Industrias de Guayaquil
Cámara de Industrias y Producción (CIP)
Club 30% (OPEV)
American Chamber of Commerce
Global Compact
Cámara Ecuatoriano Alemana
FIDEICOMISO YPO ECUADOR
YPO–WPO INTERNATIONAL



PERÚ

Asociación de Empresas de Transporte Aéreo Internacional (AETAI)
Confederación Nacional De Instituciones Empresariales Privadas (CONFIEP)
Asociación Peruana de Empresas Aéreas (APEA)
Cámara de Comercio Americana del Perú (AMCHAM PERÚ)
Cámara Nacional de Turismo (CANATUR)
Cámara Regional de Turismo de Cusco (CARTUC)
Instituto Peruano de Economía (IPE)
Perú Sostenible
Sociedad de Comercio Exterior del Perú (COMEX PERÚ)
Asociación Peruana de Hidrógeno (H2 PERÚ)
REF: CEO advisory boards
Patronato Hombro a Hombro
Asociación Femenina de Ejecutivas de Empresas Turísticas
Grupo Pro Amazonía

FINANCIAL POLICIES

FINANCING POLICY

LATAM Airlines Group S.A. also has a Financial Policy and the Corporate Finance Department is responsible for designing, implementing and supervising it. This policy makes it possible to effectively respond to changes in the environment, and conditions under which LATAM group operates, maintaining a stable flow of funds to ensure the operation's continuity and sustainable growth, and the fulfillment of its financial obligations.

Moreover, the Finance Subcommittee, comprising the Executive Vice-Presidency and members of the Board of Directors, meets periodically to evaluate the financial situation of LATAM Airlines Group S.A. and its compliance with this Financial Policy, and to propose to the Board the approval of said policy, and bring up issues that are not regulated by the Financial Policy.

During 2024, the solid financial achievements in recent years prompted LATAM Airlines Group S.A. to review its Financial Policy, with the purpose of strengthening the clear framework for action on its capital allocation. These achievements include strong cash flow generation, a significant reduction in debt, a decrease in financing costs due to the successful 2024 refinancing, and a substantial improvement in credit ratings from Moody's, S&P and Fitch. The process of revising this policy was discussed at several Board meetings, culminating in a renewed framework that integrates previous principles with more specific

and strategic guidelines to govern future decisions. In line with this financial policy, LATAM management and its Board of Directors recurrently analyze alternatives for an additional capital return program for shareholders including, among other possible options, incremental dividends, share repurchases and/or growth capital and strategic investments for an effective allocation of capital in 2025 and beyond. Along this line, the new Financial Policy of LATAM Airlines Group S.A. is structured around three fundamental pillars, namely: i) maintaining a solid balance sheet position; ii) financing profitable and attractive growth; and, iii) improving shareholder returns, integrating both recent achievements and the essential principles of the previous policy.

Maintaining a strong balance sheet position

- Optimize the cost of debt through refinancing, aiming to achieve a BB+/Ba1 credit rating.
- Maintain an adjusted net leverage level below 2.0x.
- Preserve adequate cash levels to guarantee operations, growth and compliance with financial obligations, striving towards a liquidity between 21% and 25%.

Investment in profitable and attractive growth

- Finance new discretionary projects with high returns on investment.
- Renew the fleet with new technology aircraft to improve operational efficiency and customer experience.

Improve shareholder returns

- Distribute at least the mandatory minimum of 30% of the previous year's annual net income as dividends.
- Evaluate additional increases in shareholder returns based on financial performance.

In addition to the pillars mentioned above, the new Financial Policy of LATAM Airlines Group S.A. includes key dimensions that were already part of its previous structure, but which remain fundamental to its management. These points are:

- To reduce the effects of market risks, such as variations in fuel prices, exchange rates, and interest rates, on the net margin and cash position of LATAM Airlines Group S.A.
- To maintain a suitable level of credit lines with local and foreign banks to gain access to additional liquidity to face contingencies.

● To manage counterparty risk through the diversification and limits on investments and transactions with counterparties.

● To maintain visibility of the projected financial situation of LATAM Airlines Group S.A. in the short, medium, and long term, anticipating possible scenarios of low liquidity or deterioration of financial ratios.

● To capitalize excess cash flow through financial investments that will guarantee a good balance between risk and liquidity levels, consistent with the Financial Investment Policy.

● To provide clear guidelines and restrictions to manage Liquidity and Financial Investment transactions, Financing Activities, and Market Risk Management.

During 2024, the solid financial achievements in recent years prompted LATAM Airlines Group S.A. to review its Financial Policy, with the purpose of strengthening the clear framework for action on its capital allocation.

FINANCIAL POLICY

LATAM Airlines Group S.A. has a Financing Policy whose scope is to meet LATAM group's financing needs, including working capital financing, the acquisition of fleet assets, such as aircraft and engines, and the financing of other investments.

During 2024, LATAM Airlines Group S.A. had access to the international capitals market, issuing a US\$1.4 billion note at an interest rate of 7.875% and a 5.5-year maturity. These funds were fully used to prepay a significant portion of the non-fleet debt. Specifically, the instruments that were prepaid with this issuance correspond to the Term Loan B Facility for US\$1,081 million and the 2027 Note for US\$450 million, which were fully prepaid. For this prepayment, LATAM Airlines Group S.A. used US\$200 million of its cash reserves. As a result of this, LATAM Airlines Group S.A. estimated annual savings from lower interest payments of approximately US\$120 million and a one-off impact on the company's Income Statement of approximately US\$134 million, US\$45 million of which were cash impacts during the fourth quarter of 2024.

Additionally, by December 31, 2024, LATAM Airlines Group S.A. had three committed revolving lines for a total of US\$1.85 billion. One was for US\$800 million, another for US\$750 million and another for US\$300 million.

It is important to mention that the first two lines are fully available. The former is secured by and subject to the availability of collateral (such as aircraft, engines and spare parts), while the latter is secured by certain intangible assets of LATAM Airlines Group S.A., which share collateral with

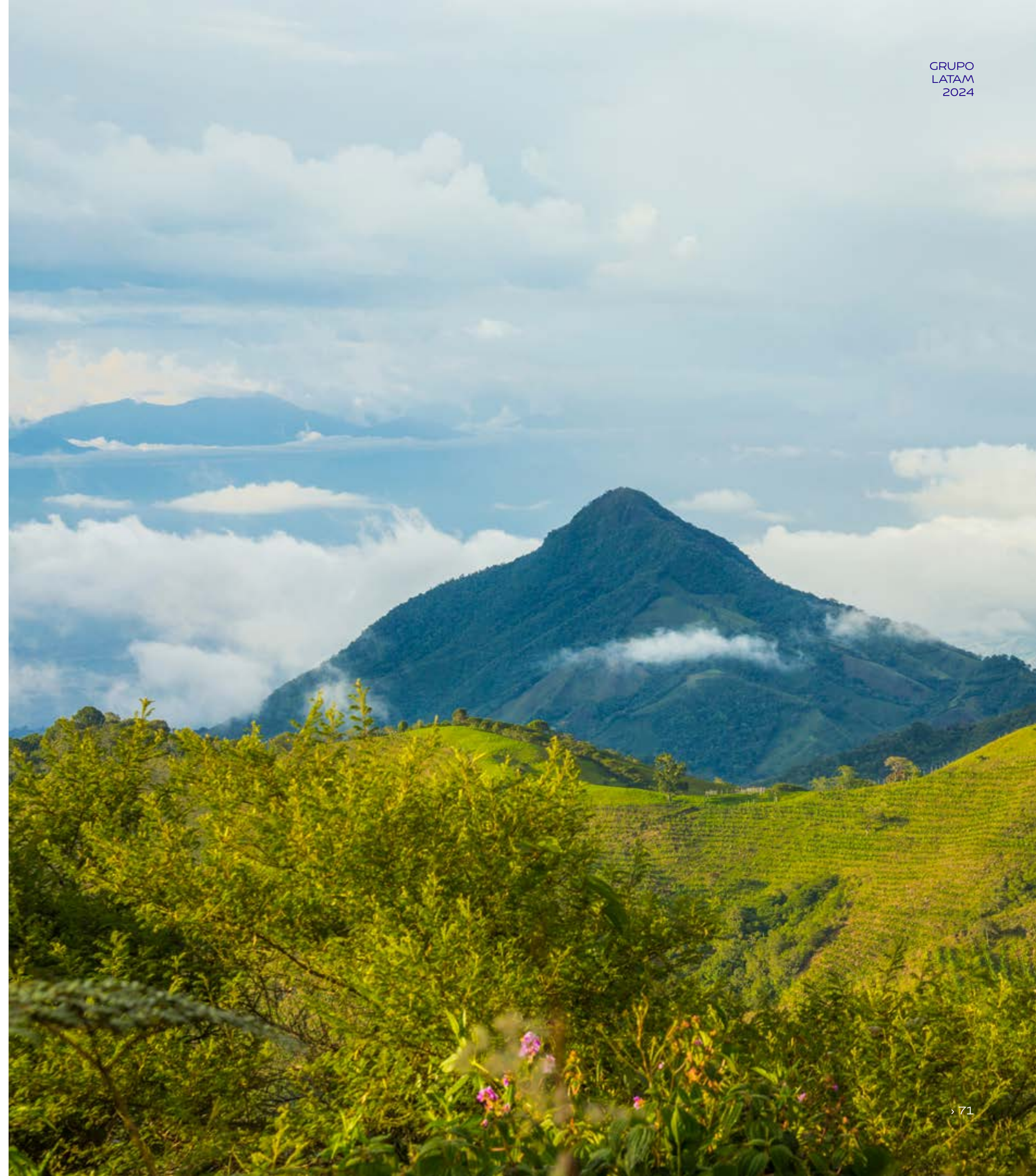
outstanding international notes. Meanwhile, the third line is partially drawn and is backed by spare engines, with US\$25 million remaining available to LATAM Airlines Group S.A. Thus, the total available between the three committed lines amounts to US\$1,575 million.

Most of the recurring investments made by LATAM Airlines Group S.A. are related to the fleet acquisition programs. Normally, LATAM Airlines Group S.A. finances between 80% and 95% of the value of the assets through bank loans, notes covered by the export promotion agencies, or covered bonds, where the remaining part is funded through commercial loans, capital investments, or the Company's own funds. However, during the last few years, LATAM Airlines Group S.A. has been able to finance up to 100% of the value of the assets thanks to its excellent credit capacity recognized by the market.

Meanwhile, the payment maturities of the various aircraft financing structures are mostly for 12 years. In addition, LATAM Airlines Group S.A. contracts a large part of its fleet purchase commitments through operating leases as an additional source of financing.

During 2024, LATAM Airlines Group S.A. financed the acquisition of aircraft via a combination of structures, commercial loans, operating leases, and own funds.

It is worth mentioning that another of the Financing Policy's objectives is to ensure a stable debt maturity and leasing commitment profile, including debt servicing and payments on fleet leasing consistent with the operating cash flow of LATAM Airlines Group S.A.



LIQUIDITY POLICY

The main purpose of LATAM Airlines Group S.A. is to maintain an adequate liquidity position that will allow it to face potential external shocks, as well as to mitigate the effects of volatility and cycles inherent to the industry in which it operates. Along this line, it also has a Liquidity Policy, which seeks to guarantee financial stability and support the long-term sustainability of operations.

At year-end, LATAM Airlines Group S.A. reported total liquidity of US\$3,533 million, comprised of US\$1,958 million in cash and cash equivalents, and US\$1,575 million in three fully available lines of credit, per its Financial Policy. This translates into a liquidity indicator of 27.1%.

In this context and in line with the solid cash flow generation observed in 2024, LATAM Airlines Group S.A. is evaluating the best use of excess cash based on its Financial Policy prioritizing the allocation of capital, to maintain a solid balance sheet within the levels of the Financial Policy, make strategic investments and generate shareholder value, aligned with the objectives of financial sustainability and profitable growth.

FINANCIAL INVESTMENT POLICY

At the same time, LATAM Airlines Group S.A. has a Financial Investment Policy, whose main purpose is to centralize investment decisions to optimize profitability adjusted for exchange rate risk, while maintaining an proper level of security and liquidity. Moreover, it aims to mitigate risks through the diversification of counterparties, maturities, currencies, and instruments.

In this regard, in 2024, LATAM Airlines Group S.A. witnessed a downward trend in interest rates, reflecting a shift in global monetary policies. This contrasts with 2023, a year marked by high rates due to the upward adjustment cycle initiated in previous years.



MARKET RISK MANUAL

Due to the nature of its operations, LATAM Airlines Group S.A. is exposed to market risks such as: i) fuel price risk; ii) interest rate risk; and iii) exchange rate risk. However, it operates with financial derivatives to hedge all or part of the risks and reduce the adverse effects that they could generate.

Along this line, market risk is managed holistically and considers the correlation with each market factor to which LATAM Airlines Group S.A. is exposed.

I. Fuel price risk

LATAM Airlines Group S.A. buys aircraft fuel, known as jet fuel. However, for the execution of fuel hedges, a benchmark index is used in the international market for this underlying asset: Jet Fuel 54 US Gulf Coast. In addition, LATAM Airlines Group S.A. has the ability to trade in derivatives based on Jet Fuel, as well as other underlying assets, such as Jet Fuel, Brent, WTI and Heating Oil.

Likewise, variations in fuel prices depend largely on factors such as global oil supply and demand, as well as the decisions made by the Organization of the Petroleum Exporting Countries (OPEC), the refining capacity worldwide, available inventory levels, the occurrence of climatic phenomena or geopolitical factors.

In this context, LATAM Airlines Group S.A. has developed a Fuel Hedging Manual, which establishes a minimum and maximum range for fuel consumption hedging in different time frames. This range is determined by aspects such as the capacity to pass

on price variations to fares, sales anticipation and the competitive context, among other factors.

In addition, this Manual defines the areas of coverage, the premium budget and other strategic considerations. These are periodically evaluated and presented to the LATAM Airlines Group S.A. Finance subcommittee for review.

Last, with regard to the instruments used for fuel hedging, the Manual allows the use of Swaps and Combined Options to mitigate the risks associated with price fluctuations.

II. Interest rate risk on cash flows

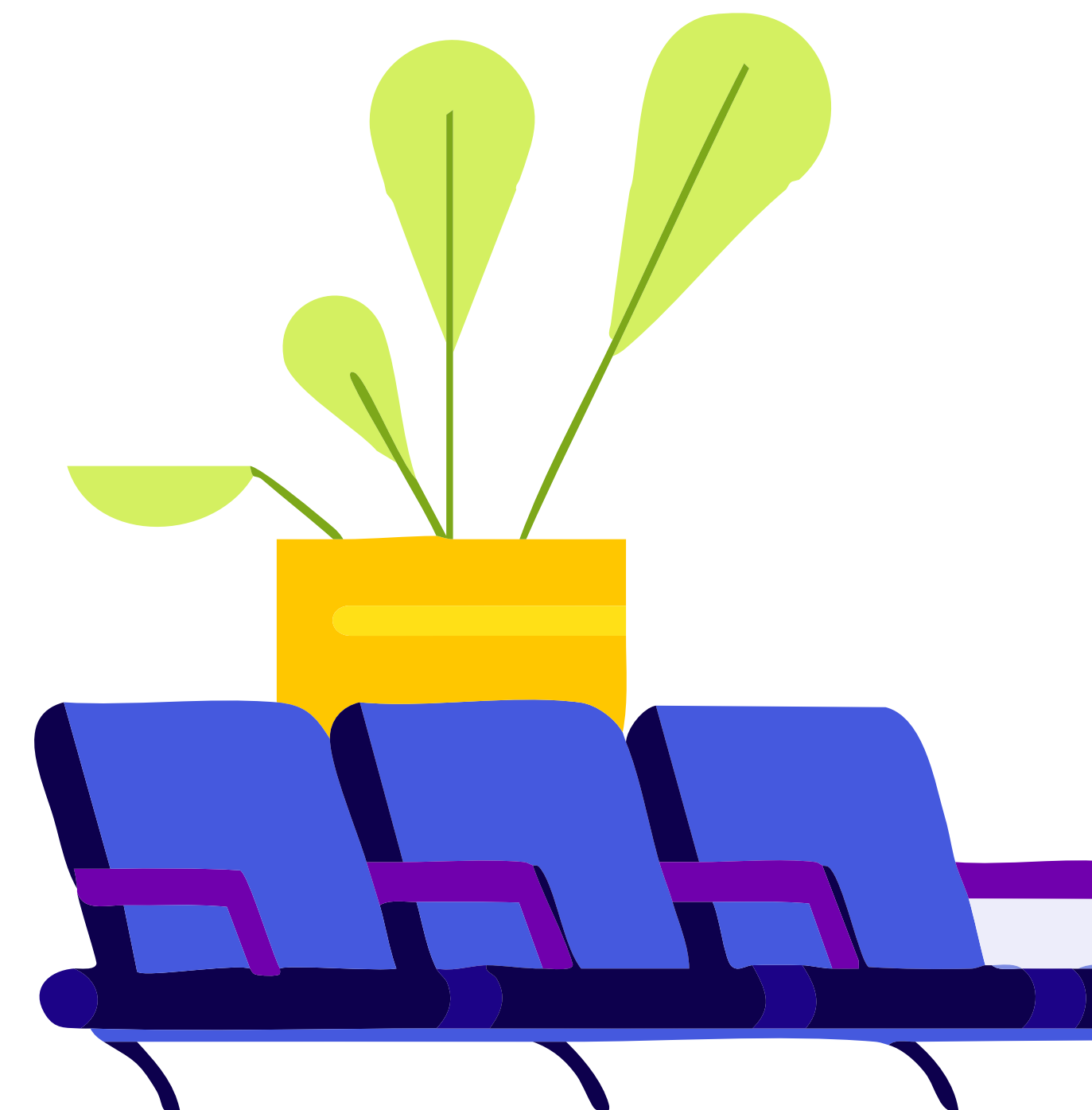
The existing uncertainty regarding market behavior, government and central bank policies and, therefore, the evolution of interest rates, generates a risk mainly associated with the debt of LATAM Airlines Group S.A.—especially debt subject to variable interest rates—as well as the investments it holds. This is because the risk derived from interest rates on current debt materializes as the impact on future cash flows related to financial instruments. Thus, an increase in interest rates could translate into a higher cash flow from interest payments, and vice versa.

LATAM Airlines Group S.A.'s exposure to the risk from market interest rate fluctuations is closely linked to long-term obligations with variable rates, mainly.

On the other hand, the variation in interest rates is strongly influenced by the state of the global and local economy in each country where LATAM group operates. A change in the long-term economic outlook

could alter rates, in addition to possible government interventions that could increase or reduce them, among other measures adopted in response to specific situations or to manage inflation targets.

Therefore, in order to mitigate the impact of a possible increase in interest rates, LATAM Airlines Group S.A. may resort to the use of interest rate swaps, swaptions or other financial derivatives.



III. Exchange rate risks

The functional currency used by LATAM Airlines Group S.A. is the U.S. dollar, and there are two types of risks associated with the exchange rate: cash flow risk and balance sheet risk.

Cash flow risk is a consequence of the net revenue position and costs denominated in currencies other than the U.S. dollar. In this sense, LATAM Airlines Group S.A. sells its services in both U.S. dollars and in local currencies. In the international passenger business, most of the fares are based on the U.S. dollar, while a smaller proportion is based on the euro. On the other hand, in its domestic businesses, most fares are found in local currency.

As for expenses, some of them are denominated in U.S. dollars or in currencies equivalent to the U.S. dollar, such as fuel and aircraft leases. Instead, other expenses, such as remuneration, are mainly denominated in local currencies.

Thereby, LATAM Airlines Group S.A. is exposed to the fluctuations in various currencies—mainly, the Brazilian real. In fact, up to December 31, 2024, LATAM Airlines Group S.A. held hedges for the Brazilian real totaling USD\$180 million for 2025.

On the other hand, balance sheet risk arises when the items recorded in the balance sheet are exposed to exchange rate variations. This happens because these items are expressed in a monetary unit other

than the functional currency and must be translated into the relevant functional currency. In this context, the main mismatch factor occurs in LATAM Airlines Brasil S.A., whose functional currency is the Brazilian real, and most of whose assets and liabilities are denominated in U.S. dollars. This difference has a direct impact on the income of LATAM Airlines Group S.A. in the event of changes in the value of the Brazilian real.

While LATAM Airlines Group S.A. may sign hedging derivatives contracts to protect against the impact of a potential currency appreciation or depreciation vs. the functional currency used, during 2024, no hedges were made against balance sheet risk.





_OPERATIONS

77 PASSENGER OPERATIONS

79 CARGO OPERATIONS

83 JOINT VENTURE WITH DELTA AIR LINES

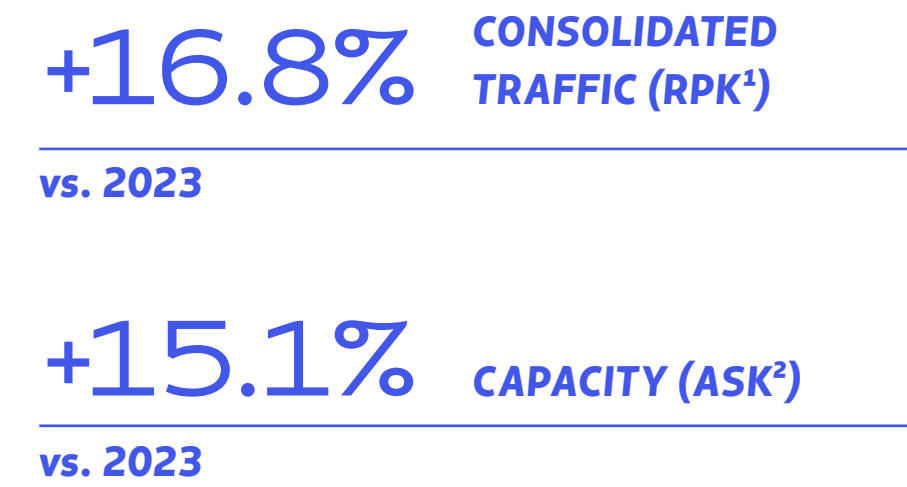
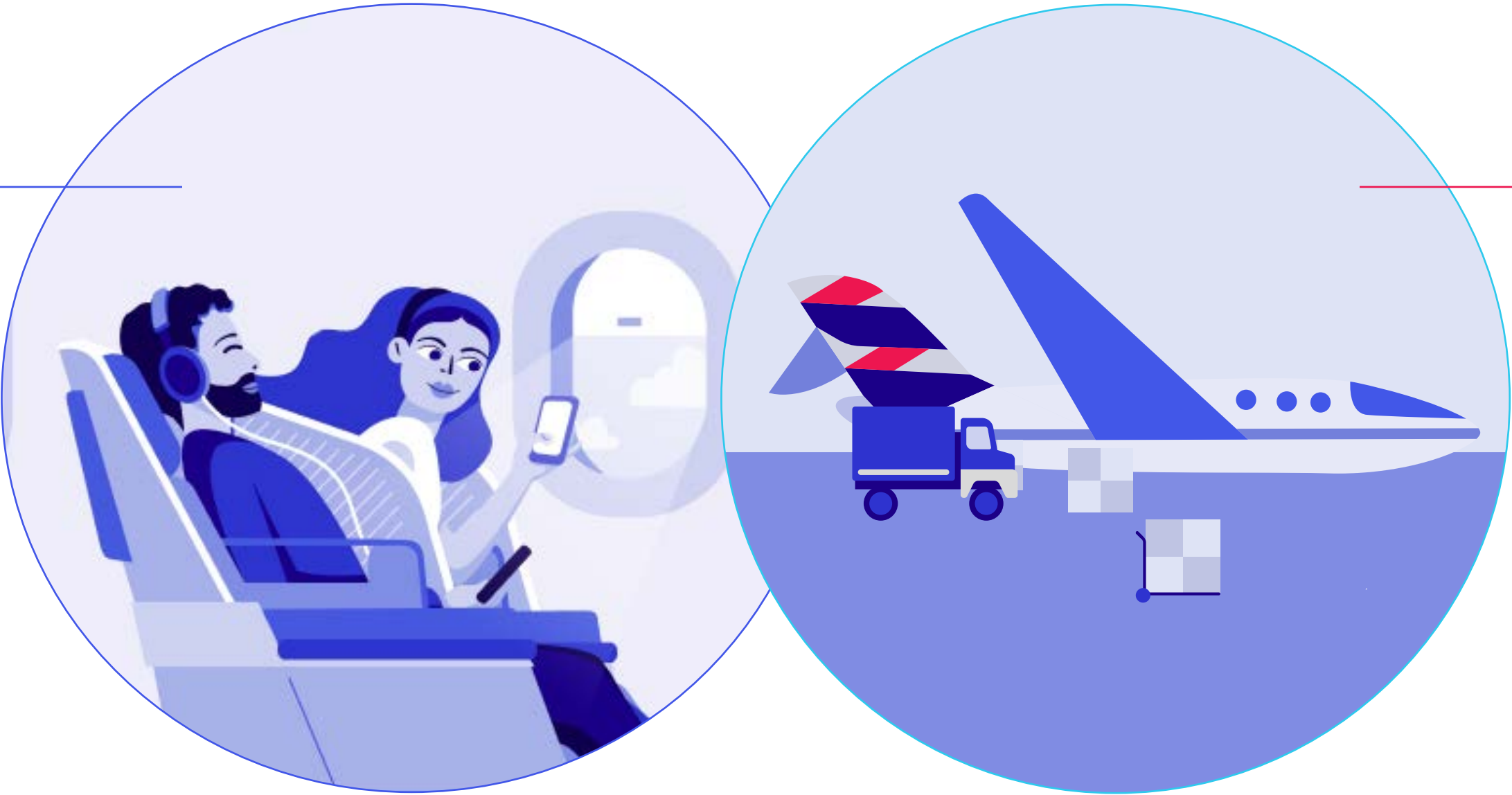
84 FLEET



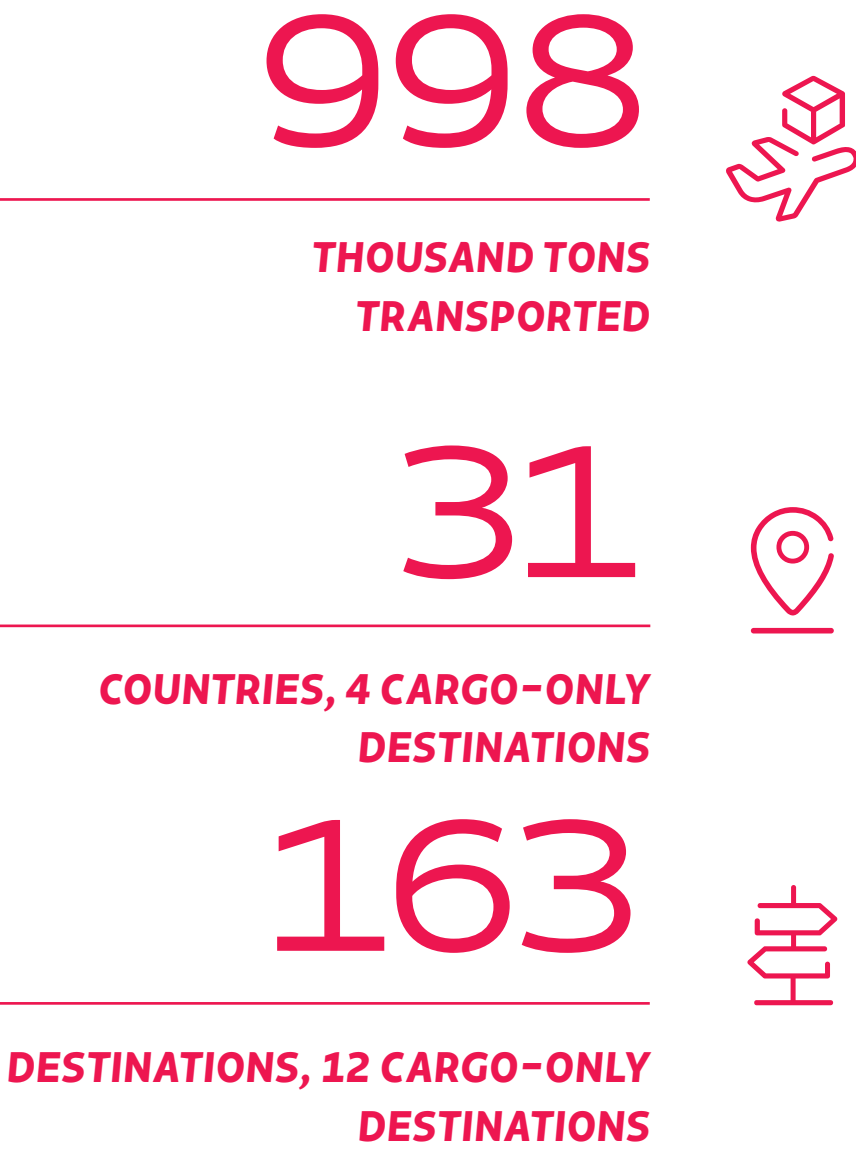
OPERATIONS

NCG 519: 6.1.I INDUSTRIAL SECTOR AND 6.2.I BUSINESSES

PASSENGER OPERATIONS IN 2024



CARGO OPERATIONS IN 2024



¹RPK: Acronym for “revenue passenger-kilometers”.
²ASK: Acronym for “available seat kilometers”.
³RTK: Acronym for “revenue ton-kilometers”.
⁴ATK: Acronym for “available ton-kilometers”.

PASSENGER OPERATION

NCG 519: 6.1.II SECTOR INDUSTRIAL
GRI 3-3, 2-1 AND 2-6

In 2024, LATAM group transported more than 82 million passengers—an 11.0% increase from the previous year. Meanwhile, capacity, which is measured in ASK (acronym for “available seat-kilometers”), grew by 15.1% compared to 2023.

BRAZIL

Domestic operations in Brazil reached an ASK (acronym for “available seat-kilometers”) capacity 7.1% higher in 2024 vs. the previous year, transporting a total of 34.8 million passengers. On the other hand, demand, measured in RPK (acronym for “revenue passenger-kilometers”), grew 9.1% vs. 2023, with a load factor of 82.4%—1.5 percentage points higher than in the previous year.

SPANISH-SPEAKING COUNTRIES

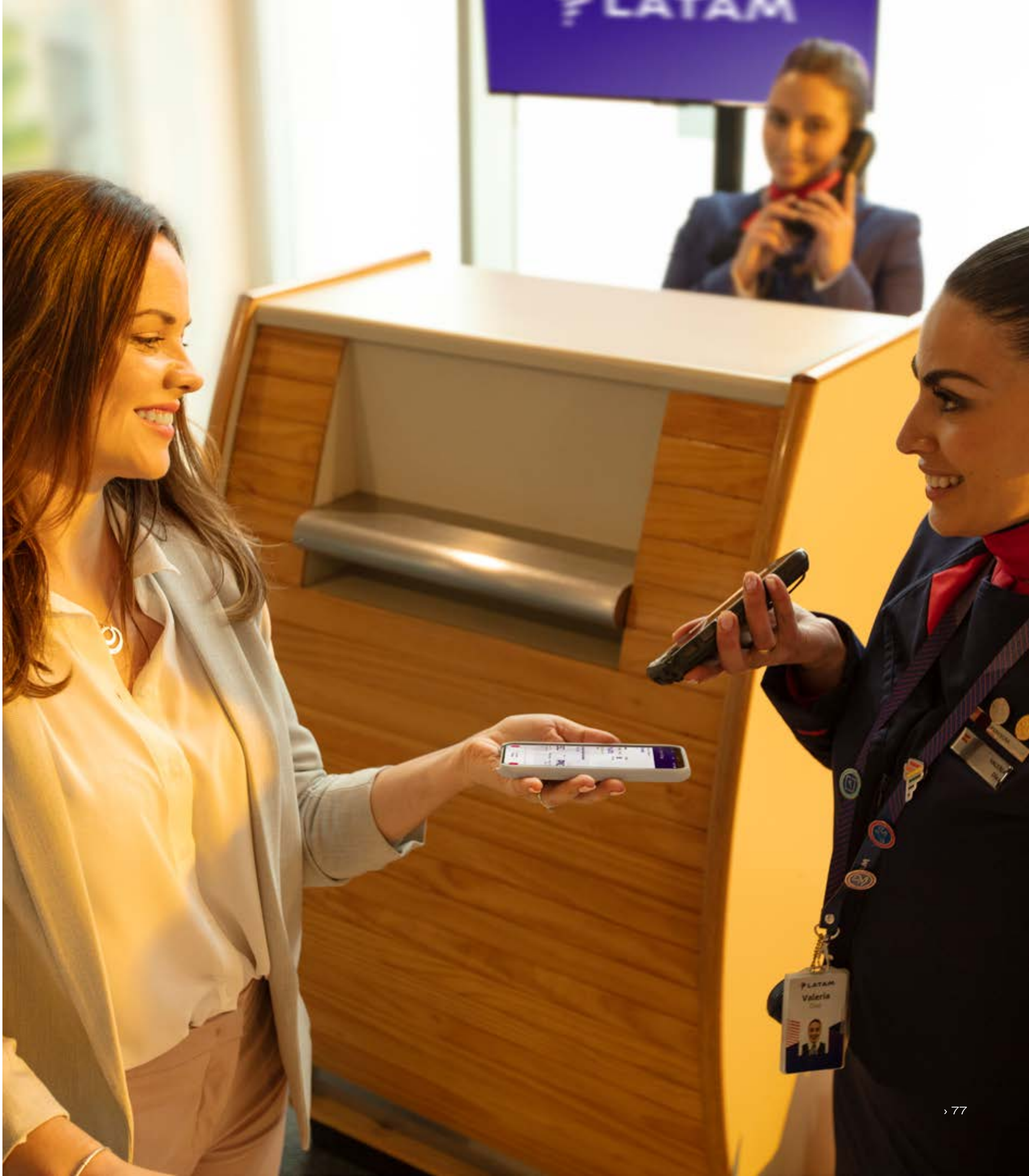
In turn, in the Spanish-speaking countries (Chile, Colombia, Ecuador and Peru), domestic supply measured in ASK (acronym for “available seat-kilometers”) grew 11.4%, while demand measured in RPK (acronym for “revenue passenger-kilometers”) increased 11.8% during 2024. At the same time, load factor was 82.3%, 0.3 percentage points higher than in 2023. In addition, a total of 31.1 million passengers were transported.

INTERNATIONAL MARKET

On the other hand, in the international market, which considers flights within the Americas (North, Central and South America) and to three other continents (Africa, Europe and Oceania), the supply for LATAM group passengers, measured in ASK (acronym for “available seat kilometers”), increased by 21.7% in 2024 compared to 2023, while passenger demand, measured in RPK (acronym for “revenue passenger-kilometers”) rose by 23.4% during the same period. Within this framework, 16 million passengers flew to international destinations in 2024, reaching a load factor of 86.1%—1.2 percentage points higher than in 2023.

NEW ROUTES

In 2024, LATAM introduced 23 new routes: 10 international, 8 domestic in Brazil and 5 in Spanish-speaking countries (Chile, Colombia, Ecuador and Peru). These include the restart of the flight between Santiago (Chile) and Sydney (Australia)—the longest route in its network—allowing passengers to complete the journey in less than 15 hours without stopovers, as well as the direct flight between Lima (Peru) and Montego Bay, Jamaica’s main tourist destination.



DETAILS BY AFFILIATE AS AT 2024

NCG 519: 6.1.II INDUSTRIAL SECTOR

BRAZIL

52 Domestic destinations

39% Market share

Main competitors
Gol and Azul

CHILE

17 Domestic destinations

63% Market share

Main competitors
SKY Airlines and JetSMART

COLOMBIA

18 Domestic destinations

29% Market share

Main competitors
Avianca, JetSMART, EasyFly, Satena and
Copa Airlines Colombia (Wingo)

ECUADOR

7 Domestic destinations

45% Market share

Main competitors
Avianca and Aeroregional

PERU

17 Domestic destinations

64% Market share

Main competitors
SKY Airlines Peru, JetSMART, Atsa
Airlines and Star Peru

Source: ANAC website (Brazil) and market share considers RPKs as at December 2024.

Source: JAC website (Chile) and market share considers RPKs as at December 2024.

Source: DGAC website (Peru) and market share considers the number of passengers as at December 2024.

Source: Diio.net and market considers ASK as at December 2024.



CARGO OPERATION

GRI 2-6, 3-3 AND 203-2

The strategy of LATAM group’s cargo affiliates is aimed to position them as the preferred option for transportation to, from and within Latin America, ensuring high safety standards and a competitive cost structure.

Along this line, the spotlight to strengthen customer preference is based on reliability, convenience and the building of relationships that drive joint growth.

On the other hand, cost competitiveness is based on high productivity levels, efficient fleet utilization and capacity optimization. In addition, LATAM group prioritizes agility to adapt to changes in demand and market needs, combining robust management processes with a close relationship with its customers.

In terms of risk management, LATAM group’s cargo affiliates focus on key challenges such as shocks on demand, shifts in competition and excessive customer concentration. In this regard, they participate actively in LATAM group’s Risk Board, where risks are assessed and mitigated on a quarterly basis, ensuring the adaptation of the business and achievement of its strategic goals.



These indicators are monitored on a quarterly basis to ensure compliance with goals, but they are also reviewed on a monthly basis in greater detail.

METRICS AND OBJECTIVES

For LATAM group’s cargo affiliates, the main goals are established quantitatively in the second quarter of each year and cover four key areas:



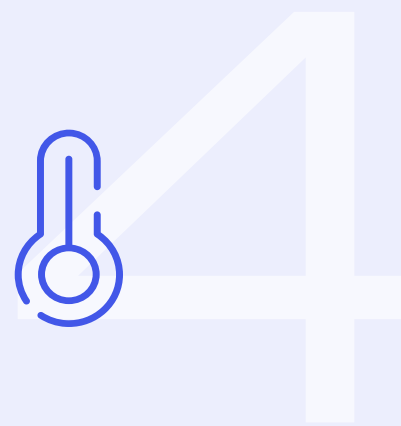
Business profitability and return on investment in the cargo fleet



Service quality



Customer preference



Sustainability

LATAM group's cargo affiliates are strategic players in Latin American trade and supply.

NCG 519: 6.1.I INDUSTRIAL SECTOR

LATAM group's cargo operations, which represent 12.3% of consolidated revenues, stand out for their broad network coverage and density, as well as their expertise in cargo handling and care. Among the most relevant products transported are flowers, fish and fruits in exports from the region, as well as technological products, critical spare parts and pharmaceutical products in imports to the region.

In absolute terms, throughout 2024, 998 thousand tons of cargo were transported, translating into an increase of 5.6% compared to the figure reported in 2023. Meanwhile, cargo revenues increased by 12.2% in the period compared to 2023. At the same time, load factor was 53.7%, while cargo capacity, which is measured in ATK (acronym for "available ton-kilometers"), increased by 12.5% vs. 2023.

On the other hand, during 2024, LATAM group increased its capacity on the Europe-South America route with the addition of two new weekly frequencies, totaling 12 frequencies. In Chile, LATAM group began operations at the Fast Export warehouse, one of the three export terminals in Santiago, after obtaining the corresponding concession.

These advances reflect the commitment of LATAM group's cargo operators to innovation and excellence in their services, strengthening their network and improving their customer experience.



CERTIFICATIONS

Since 2022, LATAM group has been a pioneer in the global industry by obtaining the Center of Excellence for Independent Validators (CEIV) certification for Lithium Batteries, awarded by the International Air Transport Association (IATA).

This certification guarantees the safe handling and transportation of lithium batteries throughout the supply chain, given their high combustibility. In fact, the transportation process must meet stringent international standards ranging from manufacturing, testing and packaging to labeling and the corresponding documentation.

In this context, LATAM group's cargo affiliates successfully passed the audit process, confirming the quality of their controls and risk mitigation measures, which also apply to passenger operations.

Moreover, since 2017, LATAM group has also held IATA's CEIV Pharma certification, which ensures the integrity of pharmaceutical products during transport, especially those requiring temperature control. In fact, LATAM group's cargo operators and its warehouse in Miami (United States) recently renewed this certification, meeting the highest quality standards. This warehouse was also recertified in October 2024 under ISO 14001:2015.

In addition, expanding its scope, the Fast Air import warehouse in Santiago (Chile) became CEIV Pharma certified, consolidating its position as a reliable partner in the transportation of pharmaceuticals to Chile and guaranteeing compliance with the strictest standards of safety and reliability.

SECURITY MEASURES

LATAM group's cargo operators have procedures in place to ensure the integrity of operations and compliance with international regulations, avoiding the transport of weapons, drugs, or unauthorized species. Some of the main measures implemented are:

● **Pre-Loading Advance Cargo Information (PLACI):**

It makes it possible to provide detailed information on cargo prior to shipment, enabling early identification of risks in compliance with European Union requirements.

● **Air Cargo Advance Screening (ACAS):**

This requires advance submission of cargo security data to U.S. authorities, allowing for pre-shipping risk analysis.

● **ACC3 Certification:**

It ensures that airlines transporting cargo into the European Union from third-country airports comply with strict security standards.

● **Cargo Inspections:**

Detailed inspections are performed using certified technology such as X-ray, explosive trace detection (ETD) equipment and K9 teams.

● **Access Control and Surveillance:**

It ensures that only authorized personnel have access to loading areas through the use of access badges (TILAN), surveillance cameras (CCTV) and controlled security perimeters.

● **Security Audits:**

Regular audits are carried out to evaluate and tighten the security measures implemented.

● **Staff Training:**

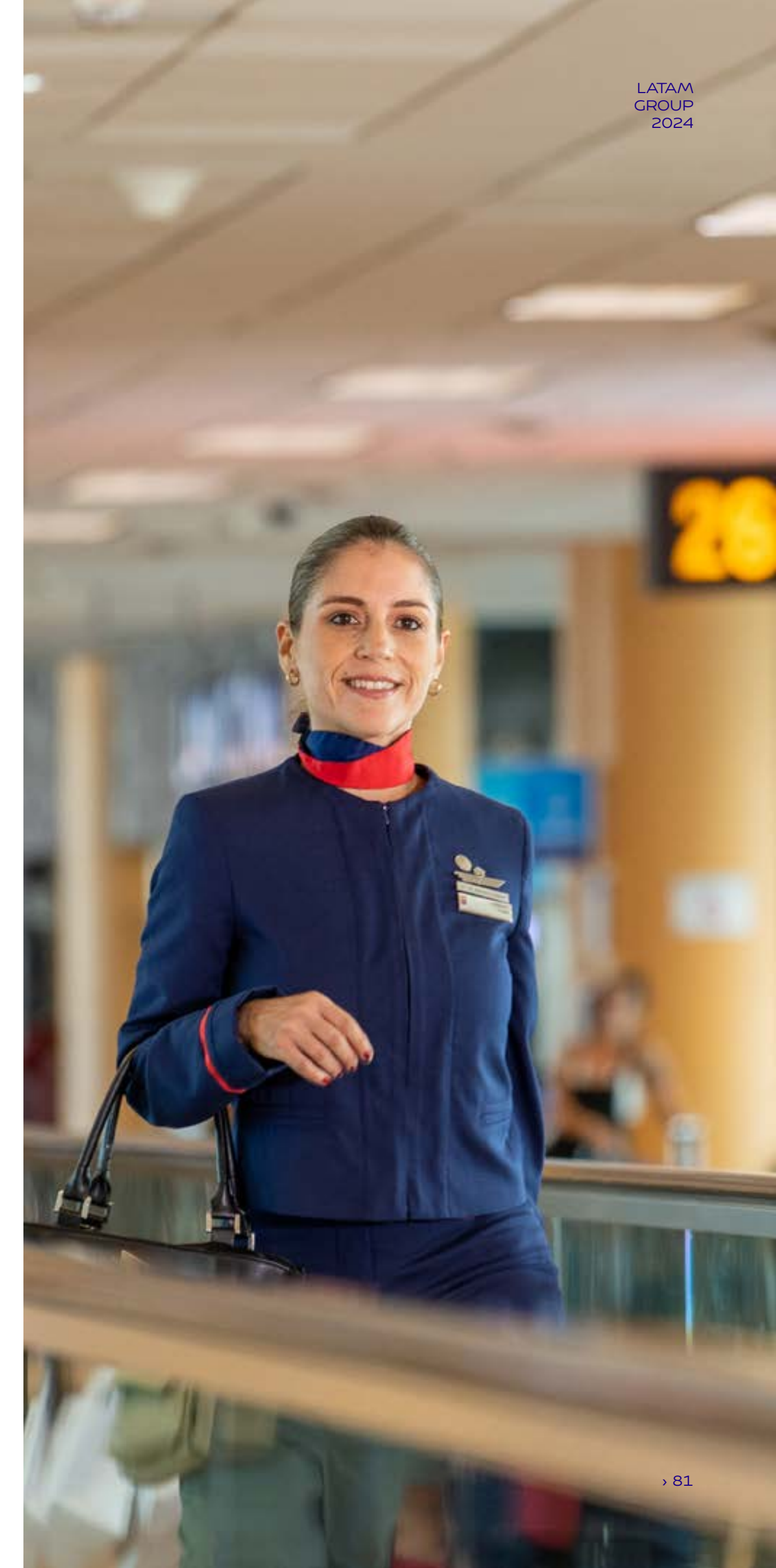
The personnel of LATAM group's cargo operators is trained to identify suspicious items, implement security procedures and handle emergencies.

In addition, the company works closely with suppliers to prevent risky shipments.

● **Collaboration with Authorities and Agencies:**

LATAM group's cargo operators work alongside local and international authorities to share information and ensure compliance with global security regulations.

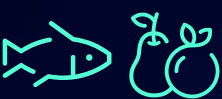
With these measures, LATAM group's cargo operators reinforce their commitment to safety, positioning themselves as a benchmark of reliable and safe freight transportation.



SUPPORT TO EXPORT INDUSTRIES IN SOUTH AMERICA

Market shares

GRI 203-2



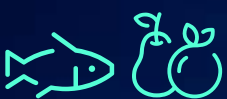
BRAZIL

94%

of fish

28%

of fruits and
vegetables



CHILE

54%

of fish

75%

of fruits and
vegetables



COLOMBIA

44%

of flowers



ECUADOR

71%

of flowers



PERU

55%

of fruits and
vegetables

Pharmaceutical shipments

Due to its sound specialized network, in 2024, LATAM group's cargo affiliates managed to transport 34% more pharmaceutical shipments, representing a 22% increase in " pharma tons" compared to 2023.

Likewise, thanks to coordination with clients, authorities and suppliers, LATAM group's cargo operators opened a new route in Chile to transport radiopharmaceuticals. This is intended to support cancer diagnoses, marking an important step forward in its commitment to the health sector.

Source: WorldACD, including affiliates ABSA, LANCO, LATAM Cargo and LATAM group's passenger affiliates up to 2024.

COMPETITIVE ENVIRONMENT

6.1.ii INDUSTRIAL SECTOR

The cargo business in the region is highly competitive, as international and regional carriers often have available capacity in their cargo operations. In the region, LATAM group has been able to maintain solid market shares through efficient fleet and network utilization.

The main competitors can be divided into three categories:

1. Hybrid airlines, which operate mixed fleets of belly and freighter aircraft, such as Air France-KLM-MartinAir, Lufthansa, Qatar, Ethiopian, Korean Airlines and Avianca.
2. Pure freight carriers, such as Atlas and Cargolux.
3. Carriers that only use belly-plane cargo holds, such as IAG Group (British Airways, Iberia and its affiliates), American Airlines and United Airlines.



JOINT VENTURE WITH DELTA AIR LINES

GRI 2-6

In 2024, significant strategic progress was made in the framework of the joint venture between LATAM group and Delta Air Lines, which has celebrated its second year. Some of the most outstanding milestones are:

● **Expansive connectivity for customers:**

Access to over 300 destinations between the United States/Canada and South America.

● **Broader reach:**

In February 2024, Ecuador and the cargo business were added to the scope of the joint venture, significantly improving connectivity between South America (Brazil, Chile, Colombia, Ecuador, Paraguay, Peru and Uruguay) and North America (Canada and the United States).

● **Capacity growth:**

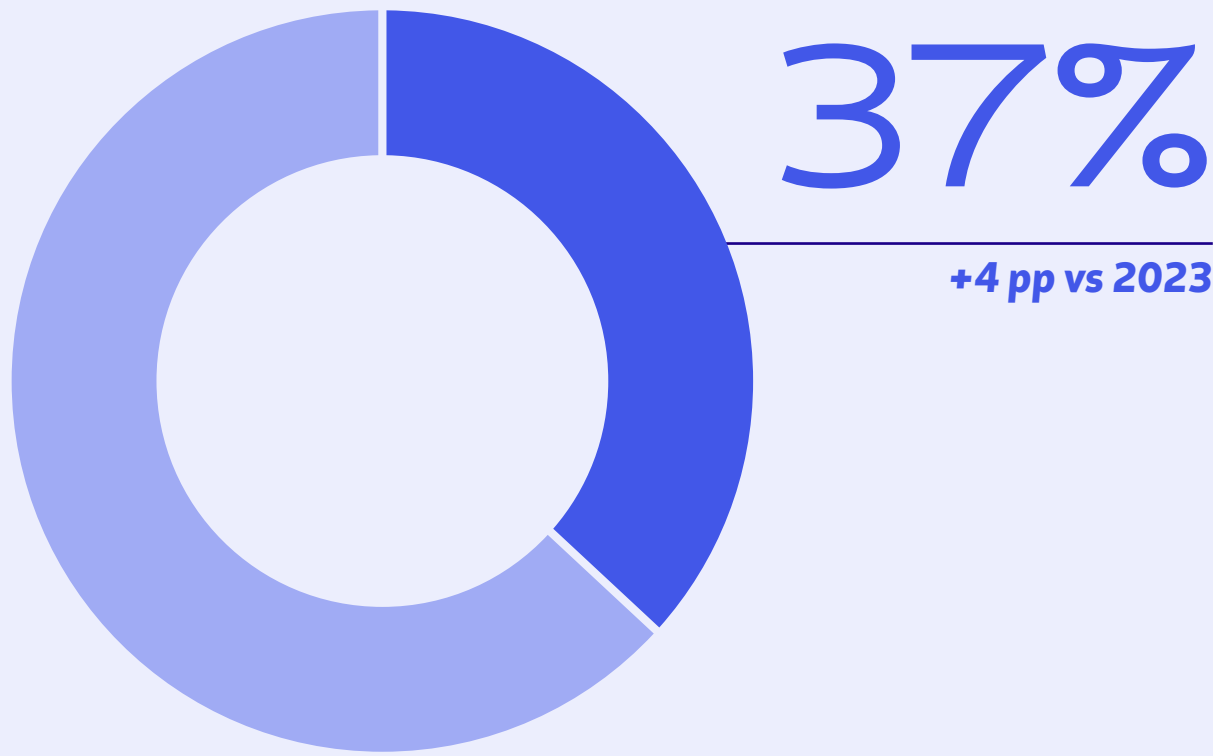
Capacity (ASK, which stands for “available seat kilometers”) increased by 19% in 2024 vs. 2023, driven by growth on existing routes and the launch of the new Santiago (Chile) - Orlando (United States) route, operated by LATAM group.

● **Improved travel experience:**

Several initiatives were implemented to optimize customer experience, such as seat selection on flights operated by Delta Air Lines and marketed by LATAM group, the opening of Joint Venture Desks (JV Desks) at major airports and in-flight recognition of Top Tier passengers in frequent flyer programs (passengers with categories such as Platinum, Black, and Black Signature within the LATAM Pass program).



PERCENTAGE OF SHARED CAPACITY¹



NEW ROUTES LAUNCHED

LATAM Group



São Paulo (Brazil) - Los Angeles (USA)
Bogota (Colombia) - Orlando (USA)
Lima (Peru) - Atlanta (USA)
Santiago (Chile) - Orlando (USA)

Delta Air lines



Atlanta (USA) - Cartagena (Colombia)
New York (USA) - Rio de Janeiro (Brazil)

¹ Based on ASKs (acronym for “available seat-kilometers”) and calculated in the countries where the joint venture operates, which include Brazil, Canada, Colombia, Chile, Ecuador, the United States, Paraguay, Peru and Uruguay. Ecuador is included in the 2023 base for comparative purposes. / Source: Diio.net.

FLEET

GRI 3-3
SASB TR-AL-000.F

By December 31, 2024, LATAM group’s fleet consisted of 347 aircraft used for both passenger and cargo operations. It has a fleet of wide-body aircraft for international flights and a fleet of narrow-body aircraft for regional operations in South America, in addition to a dedicated cargo freighters.

FLEET RENEWAL

In 2024, LATAM group continued to make progress on its commitment to have a fleet prepared to offer a safer, more comfortable and efficient travel experience. Thus, during the period, it incorporated a Boeing 787-9 wide-body aircraft, a last-generation model that emits 20% less CO2 than an average aircraft of previous generations, according to its manufacturer’s data. It also incorporated two additional wide-body aircraft under short-term leases.

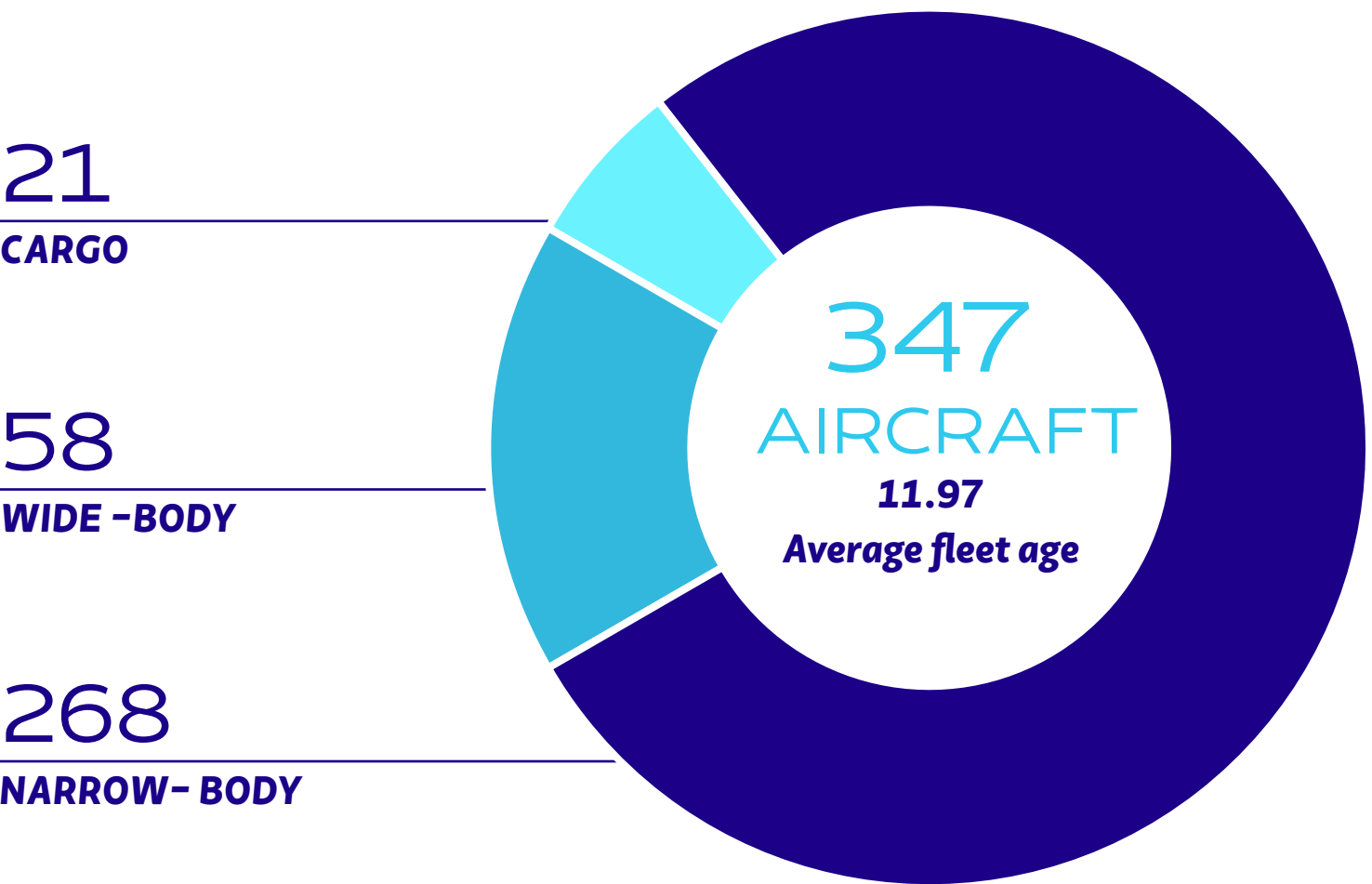
Likewise, LATAM group acquired six A320neo and seven A321neo—models that are equipped with more fuel-efficient technology compared to older versions, and therefore have lower associated carbon emissions. In fact, according to the manufacturer’s data, both are 20% more fuel efficient and reduce their acoustic footprint by at least 50% compared to previous generations.

The group also added a Boeing 767-300F freighter to its fleet in 2024, through the conversion of a passenger aircraft, a model with a modern air-conditioning system for transporting perishable

products, enhancing versatility and efficiency in freight transportation.

Along this line, overall, LATAM group’s new fleet reflects the company’s commitment to efficiency and innovation in sustainability, prioritizing investment in modern aircraft that contribute favorably to climate change mitigation in the aviation industry.

Sixteen aircraft were received in 2024, 3 of which are wide-body and 13 are narrow-body.



Approx. US\$1.50 billion in unencumbered assets
(including additional aircraft and engines)



MAINTENANCE

Aircraft maintenance, planning, and return activities across LATAM group are performed primarily at Maintenance, Repair, and Operation (MRO) bases in São Carlos (Brazil) and Santiago (Chile), which also offer services to third parties. Along these lines, these facilities, which are equipped and certified to serve Airbus and Boeing fleets, provided 88% of all heavy maintenance services required by LATAM group, totaling 1.54 million man-hours.

The São Carlos MRO can simultaneously service up to nine aircraft and has 23 technical component shops. In 2024, LATAM Airlines Brazil invested US\$7 million in its modernization. On the other hand, the Santiago MRO (Chile) has two hangars that can simultaneously service two wide-body and two narrow-body aircraft, and has 11 support workshops for maintenance. LATAM also performs inspections in Lima (Peru) for the Airbus A320 fleet and in Guarulhos (Brazil) for the Airbus A320 family and the Boeing 777 fleet. During 2024, LATAM MRO performed 435 services, including 209 C-checks and 226 Special Checks on LATAM group's fleet.

On the other hand, line maintenance, with preventive and corrective tasks, operates in several bases across South America and the United States, totaling 2.8 million man-hours in 2024.

It should be noted that LATAM group also invests in engine modernization to improve efficiency and reduce its carbon footprint. Within this framework, it has implemented the APU 131-9A in its A320-200 fleet, achieving fuel savings of 2.5% per year.

Implementation of advanced technology

In recent years, LATAM group's Maintenance area has obtained positive and stable results; however, the future challenges facing the industry increasingly demand significant progress in performance. Therefore, e-Mantto, a technology designed to efficiently manage the maintenance of its aircraft, was implemented as part of LATAM group's digital transformation strategy.

In this context, in 2024, LATAM group consolidated 15 squads—multidisciplinary teams directly linked to e-Mantto. In fact, these teams are characterized by their autonomy and their focus on specific objectives related to the management and optimization of aircraft maintenance, combining various skills to solve problems efficiently and quickly. As a result, the achievements were compelling: fewer operational interruptions, a significant reduction in inventory, lower costs and streamlined processes that benefited hundreds of employees.

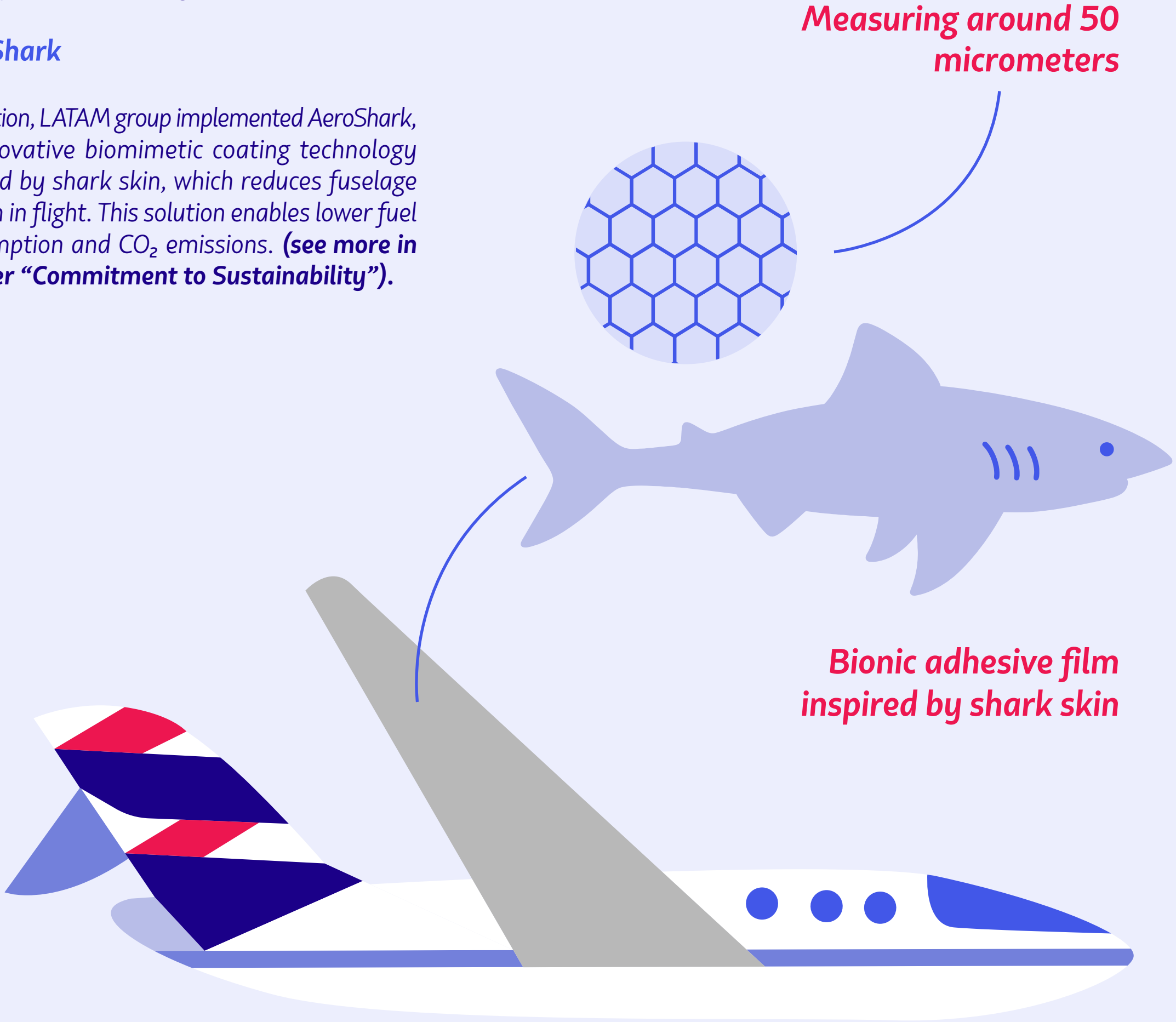
Thus, e-Mantto proved to be so efficient that its impact on productivity is equivalent to operating an additional aircraft, reflecting its contribution to LATAM group's overall performance. By the end of the year, this technology had been implemented in two B777 aircraft.

Also, since 2019, the São Carlos Maintenance Center (MRO) has been using drones for aircraft inspection, making this process 12 times more efficient than the traditional method.

The drones take detailed images of the fuselage and use artificial intelligence to accurately identify potential damage.

AeroShark

In addition, LATAM group implemented AeroShark, an innovative biomimetic coating technology inspired by shark skin, which reduces fuselage friction in flight. This solution enables lower fuel consumption and CO₂ emissions. (see more in chapter "Commitment to Sustainability").



Operating fleet as at december 31, 2024

	RIGHT-OF-USE ASSET UNDER IFRS 16 (QUANTITY)	PROPERTY, PLANT AND EQUIPMENT (QUANTITY)	TOTAL (QUANTITY)
PASSENGER FLEET ¹			
Narrow-body			
Airbus A319-100	13	27	40
Airbus A320-200	86	49	135
Airbus A320neo	3	27	30
Airbus A321-200	19	30	49
Airbus A321neo	0	14	14
Wide-body			
Boeing 767-300ER	9	0	9
Boeing 777-300ER	10	0	10
Boeing 787-8	4	6	10
Boeing 787-9	2	25	27
Total	146	178	324
SHORT-TERM LEASES			
Airbus A330-200	0	2	2
Total	0	2	2
CARGO FLEET			
Boeing 767-300F	20	1	21
Total	20	1	21
Total fleet	166	181	347

¹ All passenger aircraft bellies are available for cargo.

² Includes 2 Airbus A319-100 aircraft classified as non-current assets and available for sale.

³ Includes 2 Airbus B767-300 Freighter aircraft classified as non-current assets and available for sale.

For more information on 2 and 3, see the Consolidated and Audited Financial Statements.



Fleet characteristics

	LENGTH (M)	WINGSPAN (M)	SEATS	CRUISE SPEED (KM/H)	MAXIMUM TAKE-OFF WEIGHT (KG)
Passenger Operation – short haul/narrow-body fleet as at December 31, 2024					
Airbus A319-100	33.8	34.1	144	830	70,000
Airbus A320-200	37.6	34.2	180	830	77,000
Airbus A320 -200neo	37.7	34.3	180	830	77,000
Airbus A321-200	44.5	34.4	224	830	89,000
Airbus A321- neo	44.5	35.8	224	800	93,500
Passenger operation – Long haul as at December 31, 2024					
Boeing 767 -300ER	54.9	47.6	233	851	186,880
Boeing 777 -300ER	73.9	64.8	410	894	346,500
Boeing 787-8	56.7	60.2	247	903	227,900
Boeing 787-9	62.8	60.3	300	903	252,650
Cargo operation - Fleet as at December 31, 2024					
Boeing 767 – 300F	54.9	47.6	NA	851	186,880



Snapshot

	UNIT	2021	2022	2023	2024
NCG 519: 9.SUSTAINABILITY - 9.1 SASB METRICS					
PASSENGER OPERATIONS					
SASB TR-AL-000.A, TR-AL-000.B, TR-AL-000.C, TR-AL-000.E					
Capacity	ASK ¹ - million	67,636	113,852	137,251	157,931
Revenue passenger-kilometer	RPK ² - million	50,317	92,588	114,007	133,138
Load factor	ASK ¹ (%)	74.4	81.3	83.1	84.3
Revenues/ASK ¹	USD cents	4.9	6.7	7.4	7.1
Total passengers transported	Thousands	40,195	62,467	73,898	82,007
Passenger flights per year	Thousands	N/A	439,309	522,558	567,170
CARGO OPERATIONS					
SASB TR-AL-000.D					
Capacity	ATK ³ - million	4,788	6,256	7,171	8,066
Revenue tons-kilometer	RTK ⁴ - million	3,035	3,532	3,704	4,330
Load factor	ATK ³ (%)	63.4	56.5	51.7	53.7
Revenues/ATK3	USD cents	32.2	27.6	19.9	19.8
Tons transported	Thousand tons	801.5	900.6	945.5	998.1

¹ ASK: Acronym for “available seat kilometers”.
² RPK: Acronym for “revenue passenger-kilometers”.
³ ATK: Acronym for “available ton-kilometers”.
⁴ RTK: Acronym for “revenue ton-kilometers”.





_CLIENTS

91 PASSENGER OPERATIONS

100 CARGO OPERATIONS

102 INNOVATION

103 TECHNOLOGY, CYBERSECURITY AND DATA PROTECTION



ELEVATE EVERY SINGLE JOURNEY

GRI 3-3

LATAM group’s companies, which have customers in both their passenger and cargo operations, have always believed in the transformative power of travel, a conviction that has led them to commit to a purpose that transcends the mere role of being a form of transportation. For a decade, their mission was to “ensure that dreams reach their destination”. This message, which inspired LATAM group’s companies even at the most challenging times, reflected its connection to people’s goals, loved ones, aspirations and dreams.

Today, that purpose has evolved. LATAM group aspires to be much more than a travel and business facilitator; it seeks to become an integral part of its customers’ dreams, committing to something deeper, more ambitious and meaningful in every experience it provides. In this framework, its purpose is redefined as to: “elevate every single journey”.

This change represents a significant improvement from its previous purpose. While “ensure” alludes to a momentary act, “elevate” embodies an ongoing commitment to improvement, progress and achievement—principles that are an essential part of LATAM group’s DNA.

Framed in a process that is moving towards its integration into both internal strategy and external communication, this purpose seeks to impact not only customers’ experience, but also that of employees and local communities. Moreover, it bolsters LATAM group’s commitment to provide an exceptional service that meets the needs of its customers, both in its passenger and cargo operations, at every stage of the journey or logistics process.



CARE

Focus on hospitality, assuming the role of travel host to meet the needs of customers in a personalized way.



CHOICE

Offer a diverse value proposition tailored to the preferences of each customer.



DEPENDABLE

Execute services with efficiency, reliability and following the principles of fairness, empathy, transparency and straightforwardness (JETS, for its Spanish acronym).

ON-TIME PERFORMANCE

Ranked in 4th place in on-time performance for global airlines, being the only South American airline among the five most punctual airlines worldwide (Source: Cirium).

BEST AIRLINE IN SOUTH AMERICA

For the fifth time, LATAM group was recognized at the World Airline Awards 2024 - SKYTRAX.

HISTORICAL NPS

51 points of NPS in passengers and 56 points of NPS in premium travelers.

CARGO CUSTOMERS

They highlighted the capacity delivered to and from Europe, commercial service and service quality.

PASSENGER OPERATIONS

GRI 3-3

During 2024, LATAM group redoubled its efforts to transform the travel experience, always putting passengers at the center of every improvement. It focused on offering greater comfort, personalized services and cutting-edge technology that provides autonomy and agility, ensuring a unique and pleasant experience.

THESE ARE SOME OF THE INITIATIVES THAT MARKED THIS COMMITMENT:

Optimization of the LATAM Pass program

1



Modernization of the fleet to raise service standards

2



Better in-flight experience

3



Increase in premium services

4



More technology and customization

5



More exclusive and sustainable lounges

6



Improved baggage handling

7



Automation and customer service

8



1. Optimization of the LATAM Pass program

- Launch of the LATAM Pass app in Spanish-speaking countries.
- Incorporation of significant improvements into the web platform to keep members better connected and offer them an exceptional digital experience.
- Elimination of the Gold Plus category as of 2025, to adjust the thresholds for achieving elite status.
- Introduction of LATAM Pass Bonus in 2025. This will allow all members to customize their trip by choosing additional benefits beyond their category. Indeed, each time a qualifying points target is achieved, it will activate a list of possible benefits that members can use on a future trip, enhancing their experience with benefits such as free baggage, VIP lounge access, qualifying points accumulation or better performance on favorite routes.
- Elimination of restrictions to accumulate qualifying points exclusively on LATAM flights, thanks to the expansion of the alliance network. This enables members to accumulate points without limitations when flying with partner airlines, expanding opportunities to reach elite status and enjoy more benefits.

49 MILLION



LATAM Pass members
(+9% vs 2023)

LATAM Pass, LATAM group's loyalty program, stands out as a strategic asset and a key source of value. It is a central pillar of LATAM group's marketing and loyalty strategy, rewarding customer loyalty, generating additional revenue and promoting user retention.

The program has five elite categories in 2024: Gold, Gold Plus, Platinum, Black and Black Signature. These categories offer exclusive benefits such as mileage accrual bonuses, free upgrades, VIP lounge access and boarding and check-in privileges. Members earn LATAM Pass miles based on the sum spent on tickets, which can be redeemed for future free tickets, products or services available in the partner ecosystem and in the LATAM Pass Shopping Marketplace.



**LATAM
PASS**

2. Modernization of the fleet to raise service standards

- Incorporation of four Boeing 787-9 aircraft into the operation, which feature new cabin interiors, a revamped in-flight entertainment system (IFE)—including screens and entertainment options such as movies, music and games—and technology enhancements, such as Bluetooth connectivity for personal headsets in Economy Class.
- Overhaul of thirteen narrow-body aircraft, renovating the cabin interior and installing a new Premium Economy class, with more space and recline, blocked middle seat, and a differentiated service. The entertainment and Wi-Fi system was also upgraded to the latest generation.
- Retrofit of nine used aircraft acquired. This process adapts the aircraft to LATAM group's operating characteristics and conditions, improving the passenger experience with a full cabin renovation. By January 2025, one aircraft remained to be modified.

3. Better in-flight experience

- All LATAM group's aircraft have premium cabins and in-flight entertainment systems, which can be accessed through built-in screens in the case of wide-body aircraft or through cell phones and tablets in the case of narrow-body aircraft.
- Wi-Fi network available in 100% of the narrow-body fleet operated by LATAM Airlines Brazil and in 75% of the narrow-body fleet operated by affiliates in Spanish-speaking countries (more than 7 million passengers used the connectivity service, reaching record levels of satisfaction in Wi-Fi usage).
- Free messaging for LATAM Pass customers, while Elite members can enjoy free internet navigation.
- A 50% increase in the in-flight billboard compared to 2023, consolidating its position as the largest content library in South America.

In addition, content from new streaming platforms was added to LATAM Play, making LATAM the first airline group in South America to have content from three different platforms on board: Disney+, MAX and Paramount+.

- Approval of the new generation of Panasonic's revamped in-flight entertainment (IFE) system, which includes 4K resolution Astrova displays, integrated Bluetooth and the new Modular Interactive system.
- Access to live TV for passengers on flights within Brazil, with exclusive programming from Globo and Claro TV, offering four channels on board: Globo, Globo News, Gloob and Multi Show. This option will be extended to other markets in 2025.
- Implementation of wireless headset connection to the entertainment system via Bluetooth on select

wide-body aircraft, along with a revamped interactive 3D map (Panasonic's Arc™), which provides detailed information and highlights landmarks at various destinations as seen from the air.

- Continuity of Sabores que Transportan (Flavors that Transport), an initiative whose purpose is to showcase the talent of emerging South American female chefs on long-haul flights. Through the co-creation of a "signature dish" with each of the chefs, a menu reflecting the local culture is offered in the Premium Business and Economy cabins. In 2024, more than 25 female chefs from Brazil, Chile, Peru, Colombia and Ecuador were featured for their valuable contribution to this collaboration.



+300

Movies



+1,500

Music tracks



+1,000

Show episodes



4. Increase in premium services

- Flexibility in the Premium Economy cabin of narrow-body aircraft, allowing the expansion from 2 up to 7 rows of premium service on routes with higher demand for this service, to offer passengers a more comfortable experience.
- Incorporation of a Signature check-in—an exclusive space for LATAM Pass Black Signature and Black customers—in Terminal 2 of the Guarulhos Airport (São Paulo) for domestic flights in Brazil and in Terminal 2 of the Santiago Airport (Chile) for international flights, improving comfort, privacy and agility in passenger service. In addition, LATAM group will expand this premium experience to the new airport in Lima (Peru) in 2025.
- Start of the overhaul of the Premium Business cabin, a suite-type cabin on Boeing 787-8 aircraft, designed to offer greater comfort and privacy. The new Premium Business cabins offer a luxury experience, including award-winning wines among the best in the world, reaffirming LATAM group's commitment to service excellence. Commercial operation is expected to begin during the first half of 2025.

Flexibility in the Premium Economy cabin of narrow-body aircraft, allowing the expansion from 2 up to 7 rows of premium service.

5. More technology and customization

- Development of the Nimbus application for the crew, which optimizes cabin management and makes it possible to customize passenger experience on a large scale.
- Implementation of an artificial intelligence pilot project (AWS NAI) in Brazil, Colombia and Peru, designed to improve customer service and efficiently connect customers with the most appropriate agent.
- Installation of cameras at the Guarulhos airport (São Paulo, Brazil) to monitor waiting times and optimize queue management, in order to improve passenger experience.



6. More exclusive and sustainable lounges

- At the Santiago (Chile) lounge, composting and recycling practices were implemented to reduce waste.
- By April 2025, an infrastructure project is being developed for the Lima (Peru) lounge. Its design, by leading Peruvian architects Sandra Barclay, Jean Pierre Crousse and Jordi Puig, is inspired in the emblematic landscapes of the Peruvian coast and mountains. It is worth noting that this will be

the first of LATAM group’s lounges to obtain LEED certification—a prestigious international standard that endorses sustainable and resource-efficient buildings.

7. Improved baggage handling

- Superior baggage handling performance, recording only 3.4 lost bags per 1,000, compared to the industry average of 6.9 bags according to the latest SITA data.

8. Automation and customer service

- Continuous development of capabilities that facilitate customer self-service through digital media, especially in situations of delays or cancellations, always ensuring the greatest possible flexibility.
- Elimination of physical check-ins, offering passengers a faster and simpler travel experience.

- Incorporation of WhatsApp as a new customer service channel, complementing the functionalities of LATAM group’s website to offer more accessible and efficient communication.



DISTRIBUTION CHANNELS

NCG 519: 6.2.II BUSINESSES

LATAM group understands that in a world where the flow of information is advancing at an unprecedented pace, adapting is not only a necessity, but also an opportunity to transform the way it interacts with its customers. Therefore, its distribution structure includes direct and indirect channels, both focused on improving platforms to facilitate sales and services. In fact, LATAM group is making significant progress in the digital transformation of these channels.

Regarding direct distribution channels, which include sales offices, contact centers and e-commerce (website and mobile apps), in 2024, 63% of passengers purchased their tickets through one of LATAM’s direct channels, translating into an increase of 3 percentage points compared to 2023. Sales offices complement the customer experience by offering additional services, while contact centers provide support in six languages. On the other hand, mobile apps improve contingency management and optimize the online experience.

As for the indirect distribution channels, they include travel agencies, general sales agencies and online platforms. In 2024, 37% of passengers purchased their tickets through one of LATAM’s indirect channels, translating into a decrease of 3 percentage points compared to 2023.

In this context, LATAM group offers options such as the Global Distribution Systems (GDS) and its direct connections, “eLATAM” and “NDC by LATAM”, which are constantly undergoing improvement.

It is worth noting that in 2023, LATAM group implemented the International Air Transport Association’s (IATA) New Distribution Capability (NDC) standard, allowing it to optimize inventory and offer more personalized digital services. In 2024, efforts focused on expanding access to NDC for agencies through a variety of options, including an Application Programming Interface (“API”), a free portal and partnerships with 24 certified aggregators, as well as strategic alliances with Global Distribution Systems (GDS) such as Amadeus and Sabre. These improvements not only strengthen LATAM group’s competitive position, but also support its future growth.

Passenger operations:

- Airport offices
- Contact Center
- Face-to-face agencies
- Online agencies
- Sales offices
- Website (LATAM.COM)
- Other airlines’ websites

Cargo operations:

- Airport offices
- Contact Center
- Agencies
- Website (LATAMCARGO.COM)
- Marketplace (Virtual Agency)

Online strategies and customers

LATAM group is committed to developing digital strategies designed to strengthen trust, generate value and establish more meaningful connections.

Along these lines, LATAM group constantly challenges itself to understand and meet the needs of those who interact with its digital platforms. To this end, it closely monitors the impact of its channels, from the percentage of customers using online services to the revenue generated by these channels, ensuring a continuous evolution in the quality of the digital experience it offers.

59%

Customers who purchased services online in 2024

48%

Revenues generated by the online channel in 2024

44.3
MILLION

Tickets purchased online



TECHNOLOGY THAT BRINGS US CLOSER

Since 2021, each LATAM group cabin crew member has a roaming device, which allows them to access various historical data about our customers, thus improving passenger service through the Nimbus app. It provides details of any previous customer inconveniences, such as delayed connections, special care needs and food requirements, or even if the passenger is celebrating their birthday in-flight.

In addition, this tool inspired a group of crew members to record safety instructions in videos using the sign languages of the five countries where LATAM group operates domestic flights (Brazil, Chile, Colombia, Ecuador and Peru), to provide guidance to hearing-impaired passengers.

In turn, LATAM group has implemented an innovative virtual training program for its cabin crew, making it one of the few airlines in the world to offer this modality. This approach allows crew members to receive a more practical and effective preparation before the exams, at a lower cost, optimizing time and resources in their training.

ASD CLIENT SERVICE CERTIFICATION

LATAM group became the first airline group in South America to receive certification for training customer service teams to serve passengers with Autism Spectrum Disorder (ASD). This training, provided by Autism Double-Checked, an organization specializing in the care of people with ASD, reached 15,000 employees who interact directly with customers.

The training program is developed in three stages: i) Autism Aware, which raises employee awareness and provides tools for proper care; ii) Autism Ready, which provides specific knowledge to address particular situations and how to handle them effectively; and iii) Autism Double-Checked, which focuses on sharing relevant information with the autistic community to ensure a more comfortable and safer flight.

In addition, with the support of the Sunflower for Hidden Disabilities program, LATAM group implemented the use of a special lanyard with a sunflower design, which allows discreet and voluntary identification of people with invisible disabilities. This lanyard is available free of charge throughout our airport network.

These initiatives are just the first step in a process of change designed to improve the travel experience for passengers with disabilities, while making it easier for LATAM group's teams to identify and manage the challenges this group may face during their journey.



SATISFACTION

GRI 3-3

51 POINTS

NPS¹ passengers
+3 points vs. 2023

LATAM group constantly monitors customer perception regarding its operation and service, using a series of surveys at different customer contact opportunities throughout their flight experience.

Along these lines, perception indicators are essential to the group and allow for continuous improvement within the operations teams, by making decisions based on the voice of the customer. One of these key indicators is the Net Promoter Score (NPS), which measures passengers’ willingness to recommend the service on a scale from -100 to +100. In 2024, the NPS in passenger operations was 51 points, reaching 56 points in premium travelers. Both results are the highest scores in the history of LATAM group.

56 POINTS

NPS¹ premium travelers
+1 point vs. 2023

In turn, LATAM Pass obtained its highest level of customer satisfaction, with 58 points among all members.

However, in 2025, LATAM group will continue to expand and improve the way it collects the voice of its customers. To this end, it established satisfaction targets for different internal teams, which shows its ongoing commitment to customer focus.

¹ Note: The Net Promoter Score (NPS) survey has “Promoters”, meaning customers who respond with scores of 9 or 10.





ON-TIME PERFORMANCE

GRI 3-3

One of LATAM group’s fundamental commitments is to guard its passengers’ time. In line with this priority, in 2024, LATAM group achieved 84% in the DEP 15 indicator, which analyzes flights departing up to 15 minutes after the scheduled time. This result represents a drop of two percentage points compared to 2023, which is mainly attributed to congestion at the airports of Bogota (Colombia), Santiago (Chile) and Lima (Peru).

Specifically, the Bogota airport (El Dorado International Airport) experienced a significant Ground Delay Program (GDP) throughout the year, while the Santiago airport (Arturo Merino Benitez International Airport) had work done on the right-side runway since April and the Lima airport (Jorge Chavez International Airport) has had complex procedures between the control tower and apron management. Despite these challenges, LATAM group remained among the top 5 in global carrier punctuality rankings.

For 2025, a challenging context is expected, as the company expects new construction works at the airports of Congonhas/São Paulo (Brazil) and Santiago (Chile); higher levels of the Ground Delay Program (GDP) in Bogotá (Colombia); and, the opening of the new terminal in Lima (Peru). Nonetheless, LATAM group remains committed to delivering the highest



in the DEP 15 indicator, which analyzes flights departing up to 15 minutes after the scheduled time.

standards of on-time performance. Indeed, together with suppliers and airport authorities, LATAM group continues to work on the necessary adjustments and process improvements to provide passengers with an excellent service.

GROUND DELAY PROGRAM (GDP)

In line with industry standards and its commitment to operational efficiency, LATAM group implements the Ground Delay Program (GDP)—a program developed by the U.S. Federal Aviation Administration (FAA) to manage and reduce airport delays.

This program is activated when flights are expected to experience delays due to adverse weather conditions, air congestion or other factors. Its main objective is to minimize ground standby times and optimize air traffic flows.

CARGO OPERATIONS

During 2024, LATAM group continued to drive its leadership in the cargo sector, which mainly serves businesses. In this context, the group focused on expanding its fleet and implementing technological solutions that improve the experience of these customers.

With a firm commitment to deliver greater capacity, efficiency and reliability, these are some of the key initiatives that stood out in the year:

FLEET EXPANSION

● LATAM group had 21 Boeing 767-300F/BCF aircraft by the end of 2024 thanks to its fleet expansion and renewal plan launched in 2021. The aircraft added during 2024 will progressively replace older freighters. As part of this process, going forward, the company expects to close 2025 with 20 aircraft and to stabilize the operation with 19 freighter aircraft in 2026.

DIVERSIFICATION

● Introduction of a new product portfolio in the Brazilian domestic market, offering more accurate and reliable solutions to customers. Specialized options were incorporated for different types of cargo, such as perishables, pharmaceuticals, live animals, e-commerce, among others, ensuring a service that is better suited to the specific needs of each sector.

INVESTMENTS IN TECHNOLOGY

● Implementation of the CROAMIS system—already in use in Brazil’s international and domestic businesses—in domestic cargo operations in Spanish-speaking countries, improving consistency and efficiency in cargo management.

LOYALTY

● Launch of a loyalty program in partnership with LATAM Pass for the Brazilian domestic market, allowing cargo customers to accumulate and redeem benefits with LATAM group. This program is designed to strengthen customer relations and foster long-term customer loyalty.

SATISFACTION

GRI 3-3

LATAM group remains committed to continuously improving the experience of its cargo customers, based on the results of various surveys conducted throughout the entire cargo transportation service from quotation to invoicing. Customer perception is essential to optimize the operation, allowing specific adjustments to be made to operational processes.

In this context, the Net Promoter Score (NPS) is one of the key indicators, as it reflects the customers’ willingness to recommend LATAM group’s services. Thus, in 2024, the NPS of the cargo operation reached

50 points, translating into an 8-point drop vs. 2023. This drop took place in the second half of the year and is directly associated with a lower flown-as-booked (FAB) rate. It should be added that this is due to an acceleration in demand at a higher rate than expected, mostly on flights from North America.

Looking ahead, LATAM group plans to further strengthen its value proposition, as well as continue to expand and improve the way it collects the voice of its cargo customers.

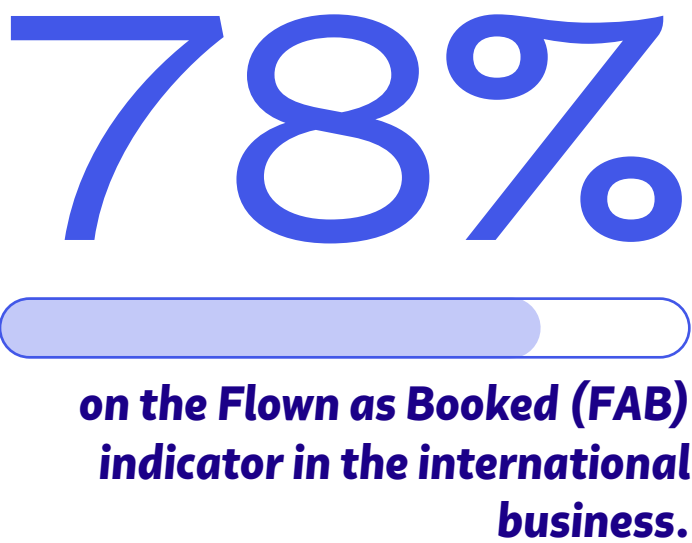
ON-TIME PERFORMANCE

GRI 3-3

In the sphere of cargo operations, the indicators used not only measure punctuality, but also the quality of the service delivered as compared to the promise made to customers. The indicator that most closely resembles on-time performance is Flown as Booked (FAB), since it determines whether the cargo arrived at its destination within the time and conditions established in the contracted service.

On the other hand, the main service indicator of LATAM group’s cargo operators is Transported as Promised (TAP), which includes FAB, but goes further by adding the fulfillment of other milestones during freight transportation. This allows for a more comprehensive view of the performance of the cargo operation.

Thus, in 2024, the Flown as booked (FAB) indicator reached 78% compliance in the international business. Meanwhile, in the domestic business (Brazil), FAB compliance reached 86%. These figures reflect LATAM group’s cargo carriers’ commitment to maintaining high standards of service quality and punctuality, despite the operational and logistical challenges that may arise.



COMPLAINT MANAGEMENT

GRI 2-25

LATAM group is transforming the relations with its customers in both the passenger and cargo businesses through a robust digital transformation strategy, with artificial intelligence (AI) playing a key role in customizing experiences and redefining how it offers solutions. Indeed, through the use of AI, LATAM group has developed self-service bots that use natural language, eliminating complex telephone menus and allowing for more fluid and effective interactions. In addition, AI enhances contact analysis, enabling LATAM group to identify opportunities for continuous improvement, optimize processes and better adapt to customer needs.

In addition, LATAM group is promoting proactive engagement by using AI to anticipate customer needs and provide customized solutions at every touch point. From notifications about flight changes to options such as LATAM Wallet—a virtual payment method that allows customers to receive compensation and refunds—AI enables a better adapted and more efficient experience.

Artificial intelligence has also been key to identifying those customer requirements that are most sensitive, so they can be immediately channeled to

a specialized team. In addition, LATAM group uses AI to classify complaint according to their root causes. As an example, during 2024, LATAM group has consolidated the organizational culture of complaint reduction through routines established in more than 15 roundtables, focused on the implementation of initiatives that address the root causes of complaints and improve customer satisfaction.

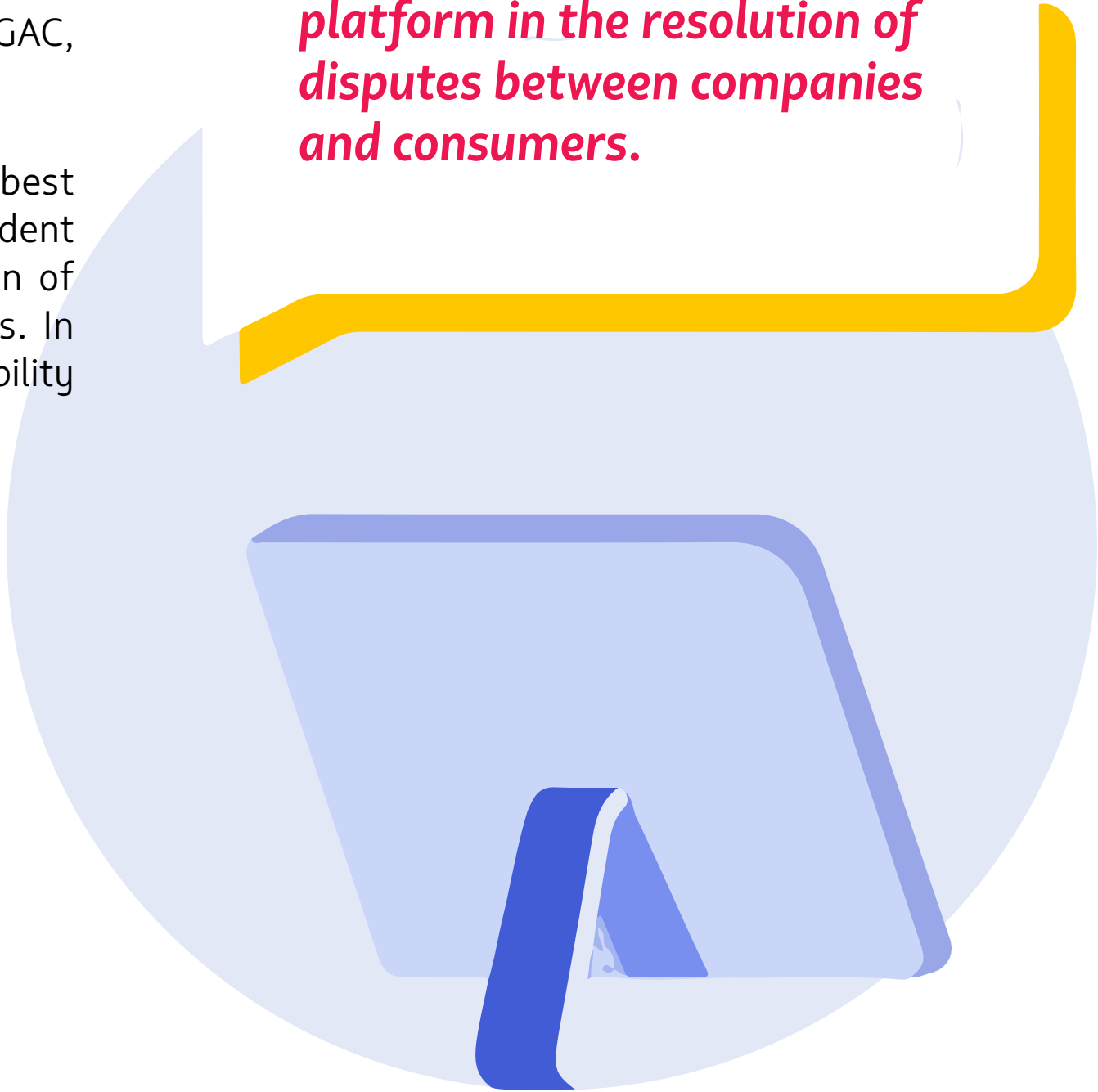
On the other hand, quality monitoring in the Contact Center, which used to be manual and depended on a team listening to hours of calls to identify opportunities for improvement, is now done using voice and text analysis tools. These tools identify patterns, which allows LATAM group to have 100% observability. Thanks to this improvement, 50% of the team’s time is spent training AI engines, while the other half is spent interacting directly with service teams, providing feedback, improving training content and carrying out other activities that generate significant value for both employees and customers.

At yearend, LATAM group was recognized as the airline group with the lowest complaint rate in Chile, according to the Civil Aeronautics Board (JAC, for its

Spanish acronym). On the other hand, LATAM Airlines Peru was the airline with the lowest complaint rate in Peru, according to the National Institute for the Defense of Competition and Protection of Intellectual Property (INDECOPI, for its Spanish acronym) and the General Directorate of Civil Aeronautics (DGAC, for its Spanish acronym).

In addition, LATAM group won the award for best airline in Brazil in “Reclame Aqui”, an independent benchmark digital platform in the resolution of disputes between companies and consumers. In “Reclame Aqui”, companies are rated on their ability to resolve customer complaints.

LATAM group won the award for best airline in Brazil in “Reclame Aqui”, an independent benchmark digital platform in the resolution of disputes between companies and consumers.



INNOVATION

NCG 519: 3.1.V GOVERNANCE FRAMEWORK

LATAM group invests annually in various forms of innovation to offer solutions aligned with passenger needs, prioritizing its digital transformation strategy. In addition, it is continuously advancing in the modernization of its processes and the incorporation of new technologies, such as advanced analytics, the full migration of its data centers to the cloud, and in driving Generative Artificial Intelligence.

Innovation is part of LATAM Group’s DNA, and all employees are responsible for promoting it. In addition, the IT & Digital vice presidency drives this effort, and its technology teams are strategically organized to include dedicated specialists in each of the business areas. This structure allows multidisciplinary teams to continuously explore new ways of generating value through technology.

On the other hand, LATAM group’s investment and financing mechanisms are designed to promote experimentation, prioritizing initiatives that directly benefit its customers. Thus, during 2024, the company allocated significant resources to innovation, focusing on key areas to maximize the value delivered to its passengers. As part of this, it continues to advance in processes that contribute to its digital transformation strategy, such as the implementation of generative artificial intelligence, with an emphasis on modernizing processes and optimizing the impact of innovation.

In this context, LATAM group invested approximately US\$16 million in digital transformation processes in the Maintenance area, integrating technology into the core of the business to improve operational efficiency. It also allocated nearly US\$8 million to the customer loyalty program, with the purpose of improving the passenger experience through advanced technological solutions. These efforts reflect LATAM group’s commitment to using technology as a core element to enhance development and competitiveness.

LATAM LABS

Among LATAM group’s innovation initiatives, LATAM Labs, created in 2020 as an open innovation hub, stands out. This space makes it possible to test disruptive ideas within the group’s companies, experimenting with proposals generated by both employees and external ecosystems such as universities, entrepreneurs, startups and knowledge centers.

external partners collaborated with LATAM Labs in 2024.

AMELIA

As part of its commitment to innovation, LATAM group also introduced generative artificial intelligence tool Amelia, available to all its employees. This initiative seeks not only to increase individual productivity, but also to boost the company’s digitization, fostering creativity and efficiency in daily activities.

Both achievements reflect LATAM group’s commitment to excellence and innovation, principles that guide its mission to connect people and their dreams, elevating each trip to a unique experience.

TECHNOLOGY, CYBERSECURITY AND DATA PROTECTION

GRI 3-3 & 418: CUSTOMER PRIVACY

INFORMATION SECURITY GOVERNANCE

It is a priority for LATAM group to ensure adequate levels of protection and cybersecurity for its operations and business processes, as well as for the information security and privacy of customers, investors, employees and suppliers. Therefore, it has defined an organizational structure with specialized and dedicated personnel and formal bodies of a high hierarchical level, with powers and competencies required to manage information security and cybersecurity.

As part of this organizational structure, it is worth noting the role of the Chief Information Security Officer (CISO), who is responsible for the design and maintenance of an adequate system for the identification, monitoring, control and mitigation of data protection and cybersecurity risks. This role reports hierarchically to the Vice President of IT & Digital led by Juliana Rios (CIO) who, in turn, reports to the company's CEO. The CIO also presents monthly to the Executive Committee, composed of the CISO and the CTOs of the IT & Digital vice-presidency, and to the Board of Directors at meetings every four months. These meetings review cybersecurity risks, the evolution of cyber threats and the effectiveness of measures taken to mitigate them. This supervision is supported by auditing exercises conducted by the Internal Audit department and independent third

parties, which ensure adherence to the established security policies.

In 2024, LATAM group strengthened its comprehensive approach for handling information security and cybersecurity incidents with the participation of the Cyber Emergencies Committee, chaired by the CISO and composed of leaders from various IT areas, designed to provide a rapid and effective response to different areas of the company in the event of a technological emergency with a high global impact. In alignment with this committee, a program was established for the execution of periodic incident response drills to evaluate tolerance to cyber risks, ensuring preventive and reactive handling of potential threats that could generate a crisis.

DATA GOVERNANCE

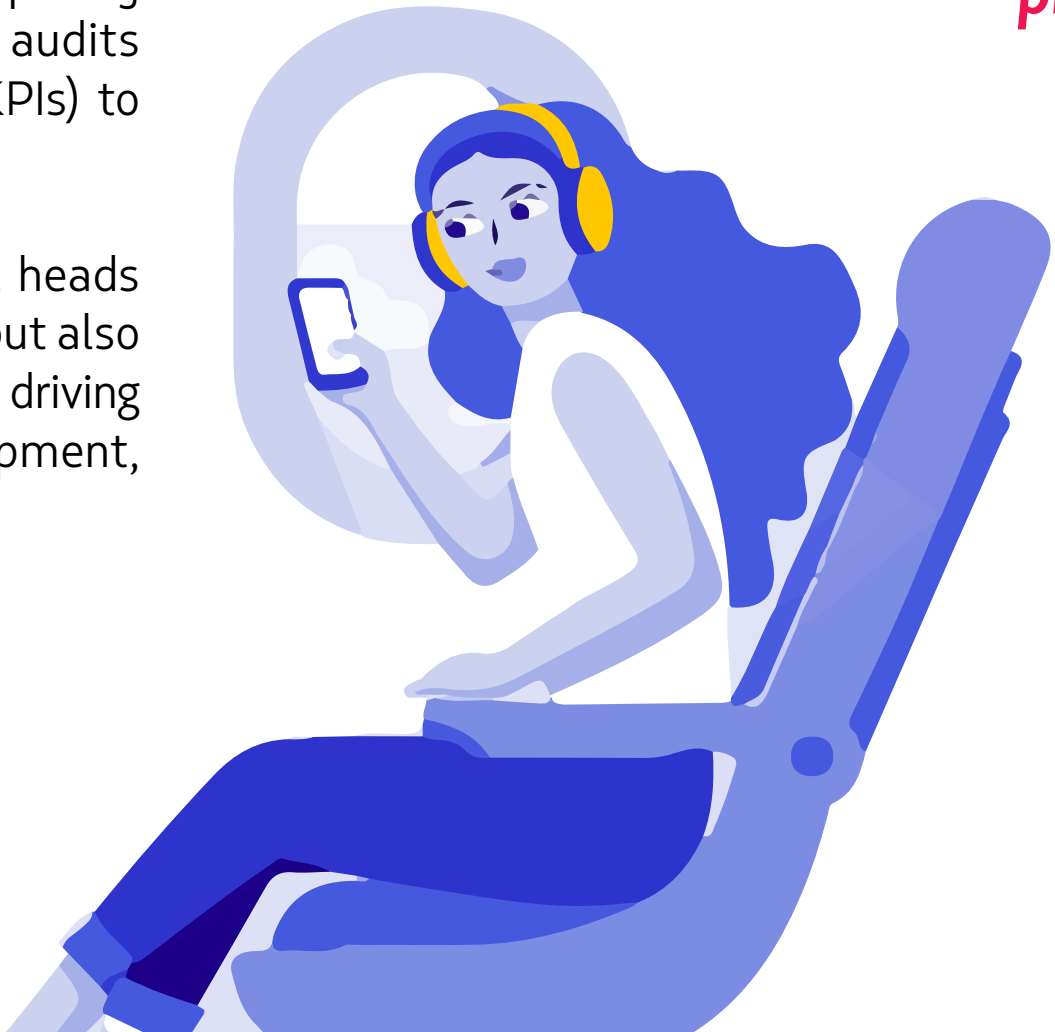
Additionally, in line with LATAM group's commitment to the protection and privacy of its customers' information, a three-way approach to data management has been adopted, integrating collaboration between the CISO, the Data Officer and the Data Protection Officers (DPOs) designated in each jurisdiction. This approach is complemented by Data Protection Committees, which align their activities with local regulations and assess high-impact risks.

Along these lines, the data governance framework is overseen through two committees: the Strategic Data Governance Committee, responsible for defining policies and managing risks, and the Operational Data Committee, which focuses on data quality and problem solving. Both bodies conduct audits and monitor key performance indicators (KPIs) to ensure regulatory compliance.

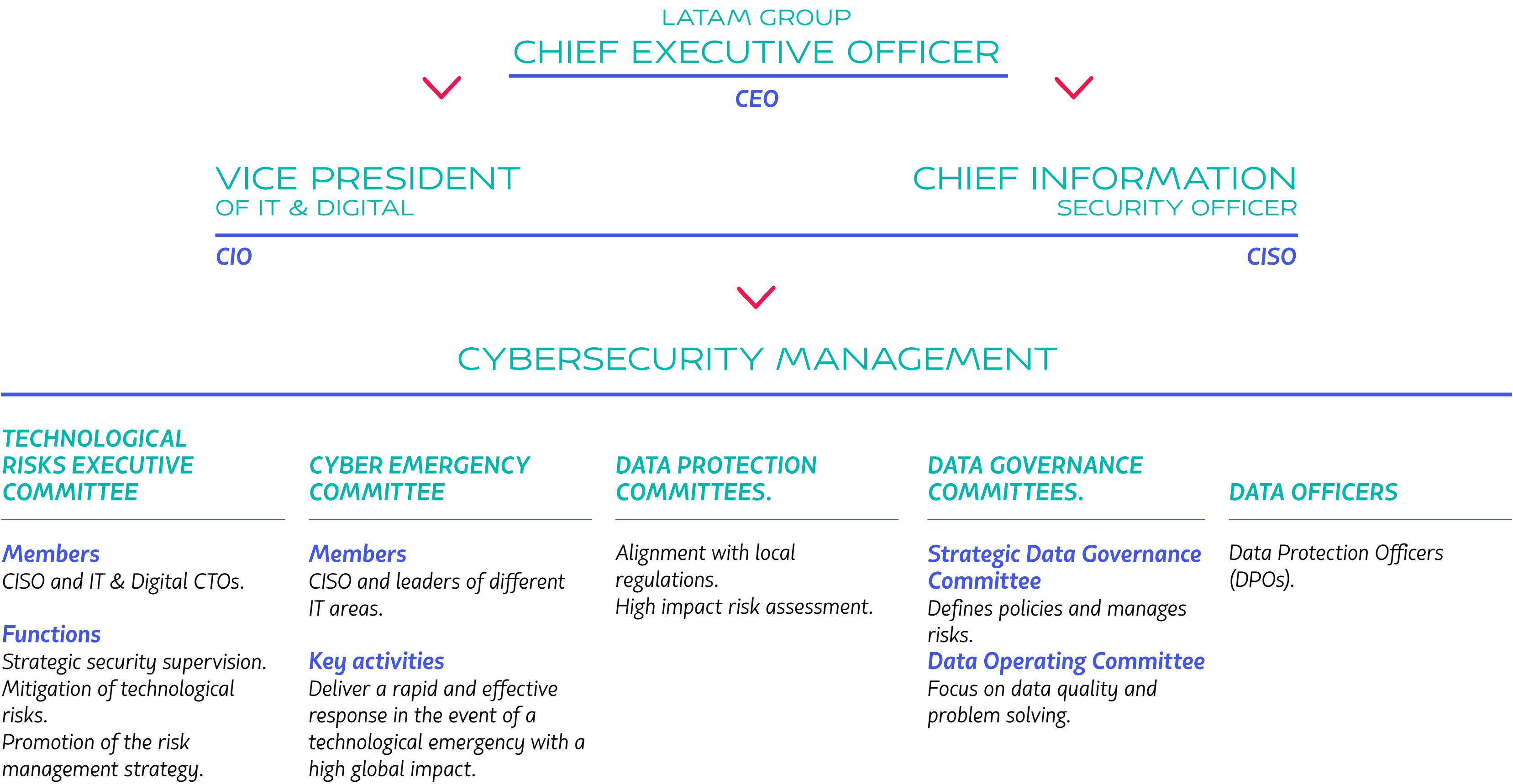
In turn, the Vice-Presidency of IT & Digital heads not only the management of cybersecurity, but also LATAM group's digital transformation strategy, driving a comprehensive change in business development, with technology at its core.

In this sense, the digital transformation process has required the participation of various departments across LATAM group. At the same time, it has made it possible to identify new challenges and develop solutions designed to maximize the value delivered to customers.

It is a priority for LATAM group to ensure adequate levels of protection and cybersecurity for its operations and business processes



DATA GOVERNANCE



INTERNATIONAL STANDARDS

ISO/IEC 27001
Information security management.

NIST
Cybersecurity and risk management framework.

PCI DSS
Payment card data protection.

AUDITS

Internal

- **Audit Committee:** Independent role in privacy and cybersecurity risk assessment.
- **Internal Audit:** Independently ensures adherence to established security policies.

External

- **SOC 1 and SOC 2:** Validation of the reliability of the outsourced digital infrastructure.

POLICIES AND STANDARDS

GRI 2-24

LATAM group establishes its guidelines through the Information Security Policy, which was first published in 2016 and last updated in 2024. This document defines the guidelines for the protection of the company's information, ensuring its effective control through risk, security and privacy management. The corporate commitment is publicly available on the investor relations portal and available to all employees internally on the intranet.

Likewise, LATAM group has an Internal Privacy and Personal Data Protection Policy covering the whole corporation, which applies to all its employees and third parties that may come into contact with personal data managed by the group. This document establishes the guidelines for the processing of personal data, in compliance with the data protection legislation in force in the jurisdictions where it operates, and seeks to ensure the prior consent of the data owners, for the specific purposes for which their data is collected.

Although this document is internal in nature, LATAM group publishes on its website the general measures applicable to the protection of its customers' data in each country where it operates, adapting to the user's navigation. Likewise, it maintains public guidelines for its employees through its Code of Conduct and includes specific clauses in individual contracts with suppliers to ensure compliance with its internal policy.

The Cybersecurity Management, which reports to LATAM group's CISO, is responsible for ensuring the

effective compliance with Information Security Policies and procedures for the protection of personal data, through risk, security and privacy management.

All LATAM group's information security policies, regulations, standards and procedures are based on ISO/IEC 27001 and NIST standards. In addition, its digital infrastructure is outsourced and is continuously assessed through SOC1 and SOC2 Type II reports, based on Statement on Standards for Attestation Engagements No. 18 (SSAE18), and is also ISO/IEC 27001 certified.

Additionally, in 2024, LATAM Airlines Group S.A. and its affiliates obtained their sixth consecutive PCI DSS compliance certification in its current version (4.0), as a result of an independent audit. This recognition confirms the implementation of effective controls to guarantee the data protection and privacy of customers who purchase products and services using credit or debit cards through its sales channels.

It should be noted that, at the same time, internal review planning is carried out every year to ensure compliance with the privacy and data protection controls of the systems that manage personal data, as well as the updating of corresponding documentation.



STRATEGY

Looking ahead, LATAM group’s technology strategy focuses on three fundamental pillars to consolidate its position as a leader in technological and operational innovation:

ADVANCING ON AUTOMATION

Process acceleration

Continue to drive automation in product creation processes, reducing development times and improving operational efficiency.

Driving innovation

To become a key enabler for LATAM group’s teams, providing tools and methodologies that foster value creation in an agile and effective manner.

COST EFFICIENCY

Optimization of the cloud infrastructure

Identify and capitalize on opportunities to reduce costs in the current cloud infrastructure, adopting an aggressive strategy focused on efficiency.

Proactive resource management

Implement advanced monitoring and adjustment practices to ensure optimal use of resources across LATAM group’s operations.

IMPLEMENTATION OF AN ENTERPRISE ARCHITECTURE STRATEGY

Medium- and long-term design

Define a clear architectural framework to guide how teams and applications interact in LATAM group.

Promotion of collaboration and innovation

Create a solid technological foundation that allows teams to work in a more integrated and efficient manner, maximizing the impact of their efforts.

With this strategy, LATAM group not only seeks to become more agile and profitable, but also to chart a clear path towards a future where technology continues to be a key enabler for its transformation and success in Latin America.

Meanwhile, in the sphere of cybersecurity, the Chief Information Security Officer (CISO) has established the following main focal points for 2025:

- Quantify cyber risks and allocate resources based on expected losses.
- Use artificial intelligence (AI) for protection and defense, as well as for process automation to increase the effectiveness of cybersecurity controls.
- Strengthen preparedness strategies to minimize impact in the event of a cybersecurity crisis.
- Raise the level of awareness and training throughout LATAM group.

DIGITAL TRANSFORMATION AND
CONTINUOUS IMPROVEMENT

NCG 519: 3.6 RISK MANAGEMENT

In 2024, LATAM group consolidated important advances in its digital transformation and continuous improvement, reaffirming its leadership in this area in the aviation industry across the region. Among the highlights of the period was the digitization of the loyalty program, focused on the adoption of advanced technologies, including artificial intelligence, aimed at both employees and customers. Likewise, LATAM group also doubled its investment in data analytics equipment, strengthening its strategy to become a data-driven organization.

On the other hand, with a firm commitment to corporate resilience, LATAM group strengthened its capacity to respond and adapt to a constantly changing global environment. During 2024, it made

progress in modernizing its technological infrastructure, expecting to reach 100% cloud-native infrastructure by mid-2025, to provide greater flexibility, scalability and efficiency, in addition to reducing deployment times and operating costs. In addition, it modernized legacy systems and eliminated critical points of obsolescence, ensuring that its platforms are ready to meet current and future business demands.

LATAM group also made progress in the identification and analysis of technological and cybersecurity risk scenarios, making significant progress in the quantification of these risks. This will allow a better resource allocation based on expected losses, with the aim of reaching 100% of quantified risks by the first half of 2025. At the same time, it strengthened its technology and cybersecurity controls, with

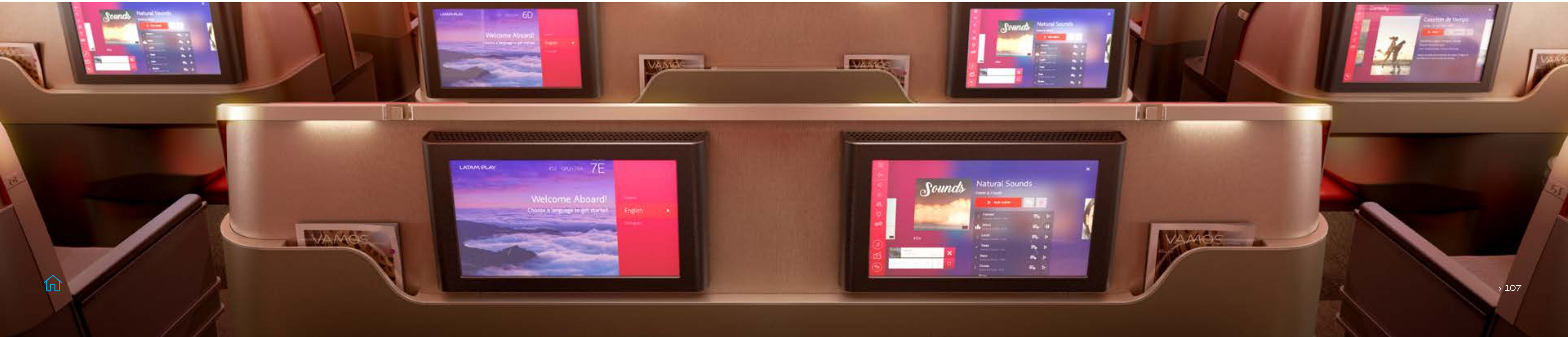
particular attention to the prevention and detection of threats and vulnerabilities, focusing on remote environments (the cloud) and products developed with artificial intelligence.

Likewise, LATAM group implemented a comprehensive vulnerability management program that significantly reduced technological risks. On the other hand, cyber risk management in the supply chain was enhanced, as were crisis and incident response capabilities, and the cybersecurity awareness program continued to be strengthened.

All these efforts were fundamental for LATAM group to obtain PCI DSS v4.0 certification in 2024, reaffirming the commitment to security and reliability.

CITIZEN DEVELOPER AND DEVOPS

LATAM group implemented the Citizen Developer program during 2024. This program allowed employees to develop technological solutions that optimize processes and improve customer experience. In addition, LATAM group consolidated the DevOps model as an operational standard, driving team collaboration, automation and continuous value delivery. This approach allowed for a more agile implementation of solutions and helped reduce response times.



CYBERSECURITY AND DATA PROTECTION CULTURE

GRI 418-1

Awarenes

Each year, LATAM group develops a training and communication program on information security, adapted to all its roles.

Risk escalation process

An escalation channel is available through LATAM group’s intranet portal and the Computer Security Incident Response Team (CSIRT) contact, so that employees can report suspected technological or cybersecurity risks.

Compliance and consequence management

The Code of Conduct defines the attitudes expected by LATAM group in the arena of Information Security and Data Protection, and establishes the consequences of non-compliance with the set procedures, which can escalate to contract termination. In addition, this subject is part of the employee performance evaluation, within the Safety, Risk Management and Compliance criterion.

PARTICIPATION IN INTER-COMPANY ROUNDTABLES

PCI Regional Engagement Brazil (PCI REB Brazil)

In 2024, LATAM group once again participated in this meeting as the only airline, reaffirming its commitment to security and data protection in card payments. This roundtable, led by the Director of the PCI Council for Latin America, brings together companies from various sectors that seek to generate continuous improvements in these aspects. Indeed, LATAM group consolidated its presence on this platform, dedicated to developing and promoting the adoption of data security standards for secure payments and PCI compliance.

9th América Digital Latin American Congress on Technology and Business

In April 2024, LATAM group participated in this congress held in Santiago (Chile). This event, which brought together more than 5,200 leading executives in innovation, technology, business and digital transformation from 50 countries, included five specialized forums. In collaboration with its partner Assertiva, LATAM group participated in a conference on the transformative power of digital identity in the aviation industry, underlining its commitment to innovation, technological leadership and digital transformation in the sector.

Cyber Guardian

LATAM group participated in the 6.0 edition of the cyber defense exercise organized by the cyber defense command of Brazil’s National Civil Aviation Agency (ANAC, for its Portuguese acronym) in 2024. This event brought together different branches of the Brazilian armed forces and government agencies, with the purpose of strengthening the capacity to respond to cyber threats.

These processes and improvements contributed to LATAM group ending 2024 with no information security breaches and no impact on customers or employees. Nonetheless, LATAM group continues to work hard in this sphere, due to the rapidly changing threats in the environment.

Data intelligence

LATAM group uses data analytics tools to develop customer-focused solutions, improve efficiency in different processes and enhance revenue opportunities for the group, driven by Data Management.

Throughout 2024, LATAM group experienced strong growth in its Data Products portfolio, achieving an 81% increase in annual impact, which reinforces the development of data capabilities within the Business Domains. This growth is complemented by advances in data democratization, which allowed 37% of employees in non-operational areas to maintain self-managed access to the corporate data catalog, consolidating LATAM group’s position as a benchmark in this arena and reaching levels comparable to the leading digital-native companies in Latin America.

As for customer experience, LATAM group continued to develop initiatives to offer increasingly customized experiences, taking into account users’ preferences and needs. This has been especially relevant in the LATAM Pass program, where offering exceptional service tailored to customers continues to be the priority.

On the other hand, LATAM group advanced in the implementation of technologies to optimize key processes, such as aircraft fueling and fraud prevention. Going into 2025, the data democratization strategy will focus on improving the flow of the initial approach to the data catalog through new tools that facilitate its adoption.

To maintain the highest standards in personal data protection, LATAM group bolstered the use of artificial intelligence in its data storage architecture, ensuring that 99% of the catalog is protected. Likewise, LATAM group continues to make progress in identifying personal data and implementing additional protection measures, ensuring responsible handling and compliance with current local regulations and internal policies.

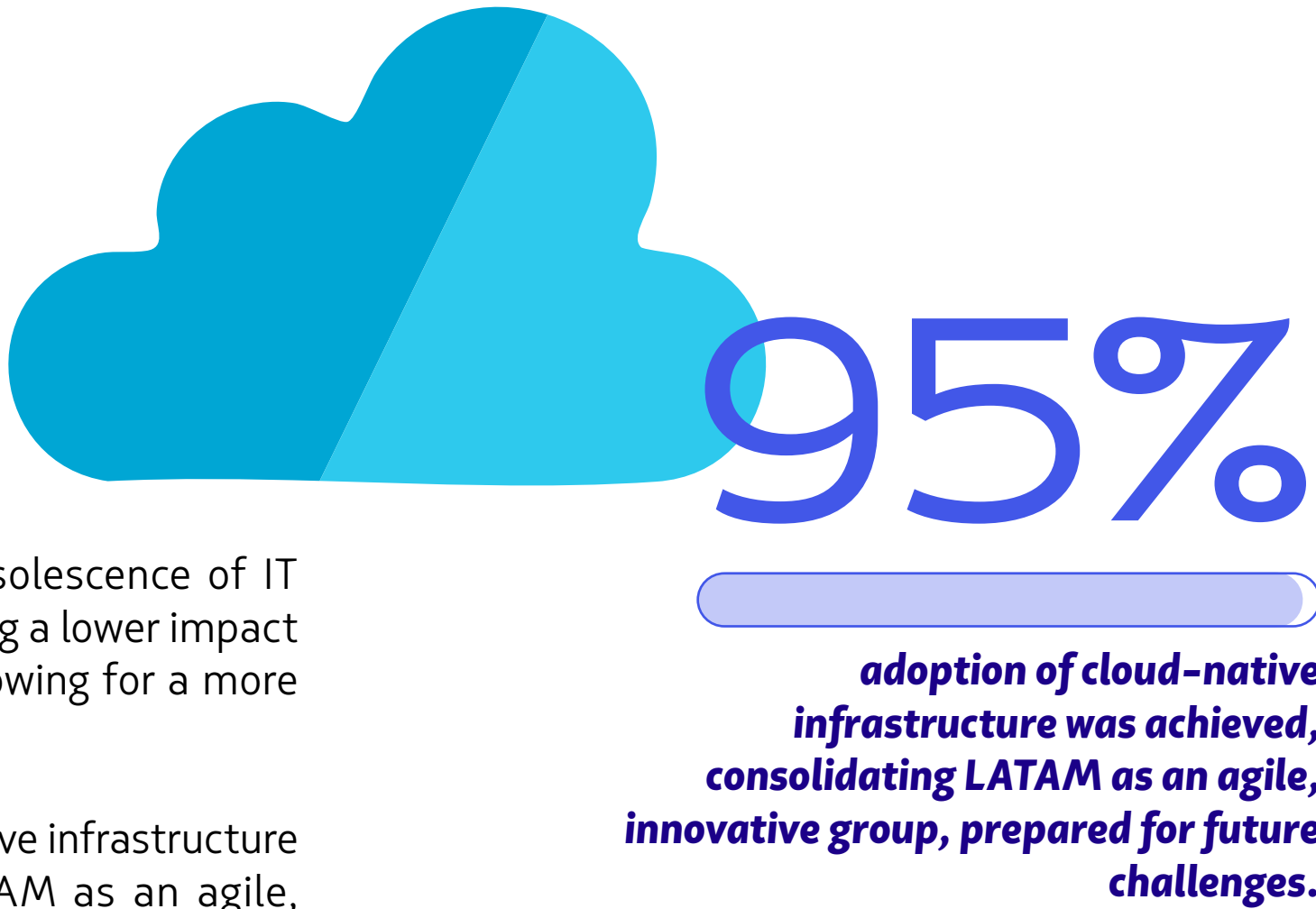
Cloud systems

LATAM group showed remarkable progress in its cloud migration process, with significant achievements in several key aspects. These milestones include the simplification of its technological platforms, which

has considerably reduced the obsolescence of IT elements and platforms, generating a lower impact on cross-cutting incidents and allowing for a more efficient and secure operation.

In 2024, 95% adoption of cloud-native infrastructure was achieved, consolidating LATAM as an agile, innovative group, prepared for future challenges. In addition, this development reflects LATAM group’s commitment to use the cloud as a strategic solution not only to optimize current operations, but also to enable new capabilities to respond quickly and efficiently to market demands.

This progress was possible thanks to the development of the technological infrastructure modernization project, whose purpose has been to reduce the technological obsolescence of the legacy systems, reducing vulnerabilities and adding new security controls, such as the implementation of micro-segmentation. In addition, the project has contributed to the administration of applications under the Build and Run modality, making it possible to simplify outsourced technological services and fostering the evolution of centralized infrastructure administration services.



With these advances, LATAM group is on the verge of becoming a 100% cloud-native organization—a decisive step that will strengthen its resilience, scalability and innovation capacity, ensuring its future leadership in the sector.

Snapshot

	2021	2022	2023	2024
PASSENGER OPERATIONS				
Customers (millions enrolled in LATAM Pass)	39	42	45	49
Net Promoter Score (-100 to +100 scale)	51 ¹	46	48	51
On-time performance				
OTP DEP0 ²	77% ¹	66% (target 68%)	62% (target 67%)	59% (target 63%)
OTP DEP15 ³	92%	88%	86%	84%
OTP ARR14 ⁴	91%	86% (target 87%)	84% (target 86%)	83% (target 85%)
International	85%	83%	82%	80%
Domestic	91%	87%	84%	83%
Technology				
Self bag drop ⁵	18% ¹	32%	62%	66%
Auto check-in	50%	84%	88%	89%
CARGO OPERATIONS				
Clients	N/D	N/D	N/D	52,623
Net Promoter Score (-100 to +100 scale)	30	51	58	50
On-time performance				
International				
FAB ⁶	N/D	N/D	81%	78%
TAP ⁷	N/D	N/D	60%	60%
Domestic				
FAB ⁶	N/D	N/D	N/D	86%
TAP ⁷	N/D	N/D	N/D	69%

NCG 519: 6.2.IV BUSINESSES

None of the LATAM group’s clients individually represents over 10% of its sales.

N/A: Not applicable.

N/A not available.

¹ The information published in LATAM group’s Integrated Report 2021 was corrected.

² Percentage of flights that take off exactly at the scheduled time, without any delays.

³ Percentage of flights that take off with a maximum delay of 15 minutes vs. the scheduled time.

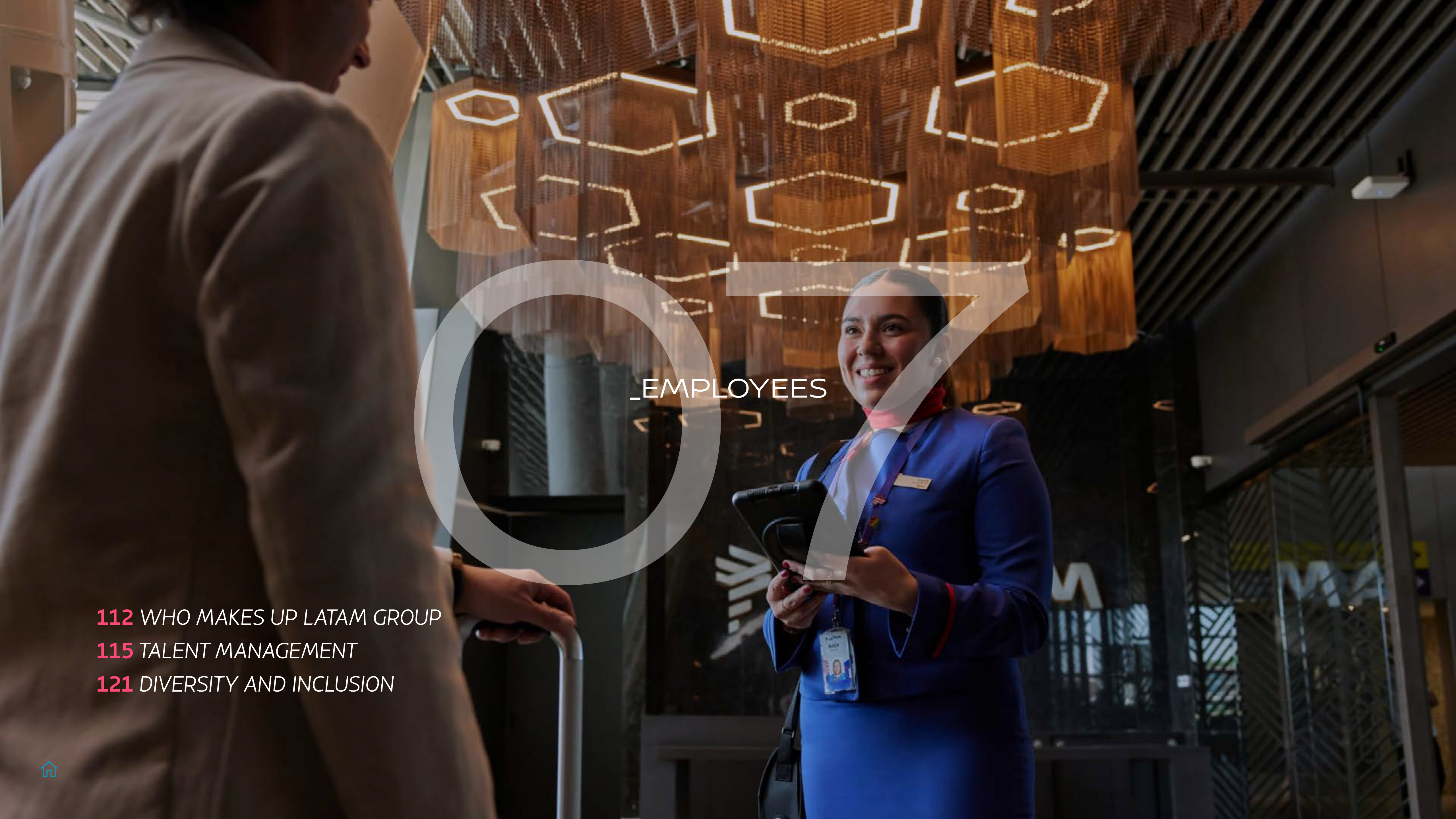
⁴ Percentage of flights landing up to 14 minutes late vs. the scheduled time.

⁵ Self-baggage drop as a percentage of baggage checked in via LATAM Kiosk.

⁶ Flown as Booked (FAB): Measures whether cargo arrived at its destination in compliance with the time and conditions of the contracted service. The domestic indicator is limited exclusively to the result of the Brazilian operation since, during 2024, LATAM group is migrating the measurement system of this indicator to the other domestic operations—a process that will be completed in 2025.

⁷ Transported as Promised (TAP): Evaluates the fulfillment of all cargo transportation milestones, including FAB, for a more comprehensive overview of the service. This indicator was recently made available for the domestic segment, so there is no previous history.





EMPLOYEES

112 WHO MAKES UP LATAM GROUP

115 TALENT MANAGEMENT

121 DIVERSITY AND INCLUSION

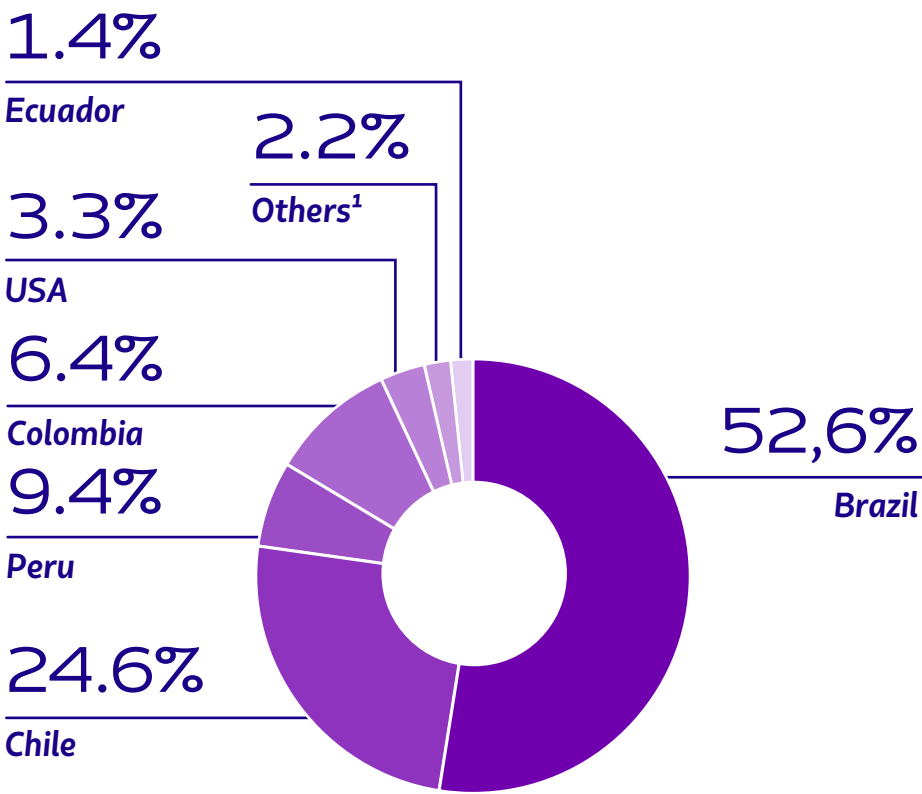


WHO MAKES UP LATAM GROUP

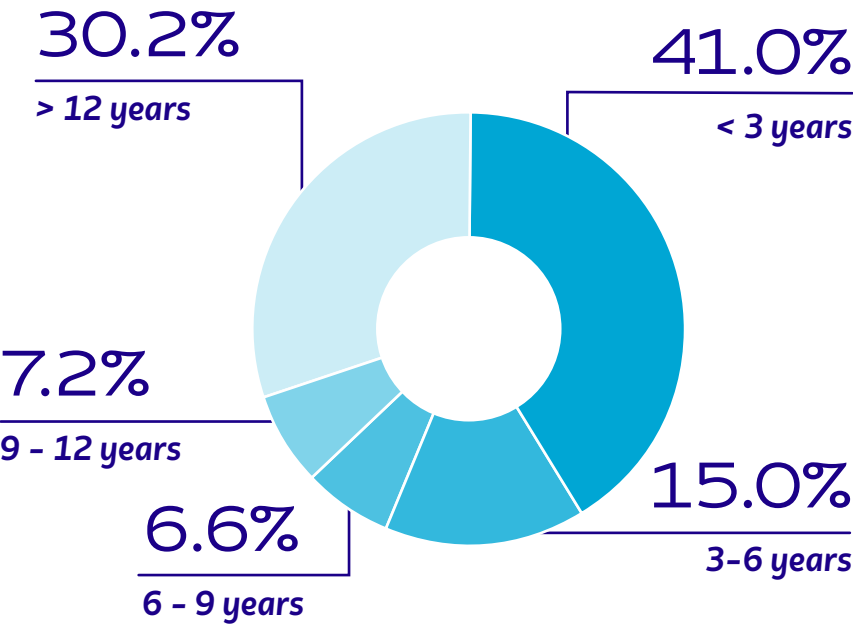
GRI 2-7

	COUNTRY	MEN	WOMEN
	BRAZIL	12,875	7,472
	CHILE	5,371	4,143
	COLOMBIA	1,352	1,138
	ECUADOR	346	211
	PERU	1,916	1,703
	UNITED STATES	946	321
	OTHERS	440	429
	LATAM GROUP	23,246	15,417

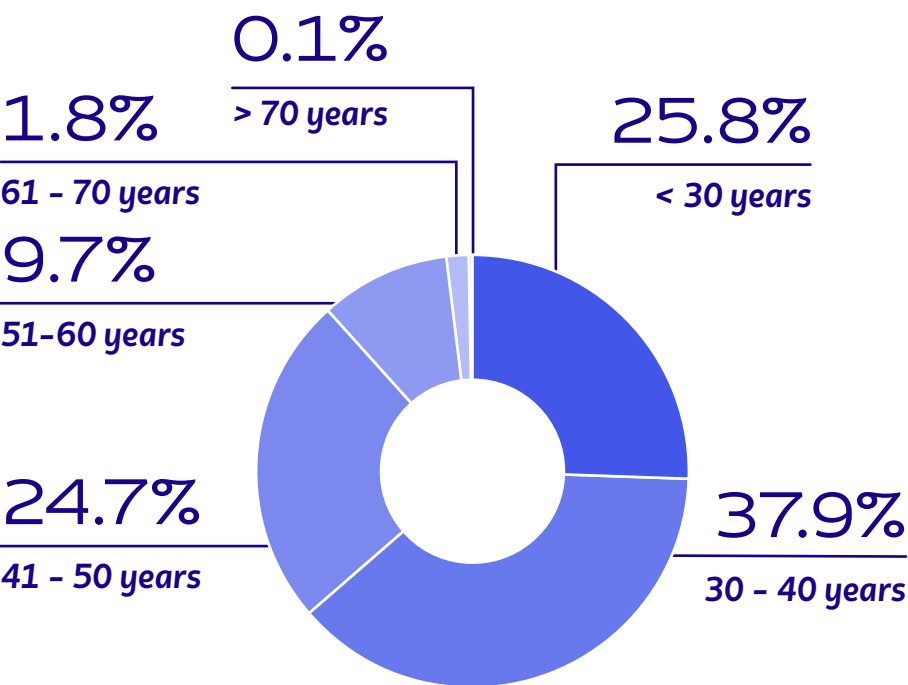
Employees By Country
in 2024



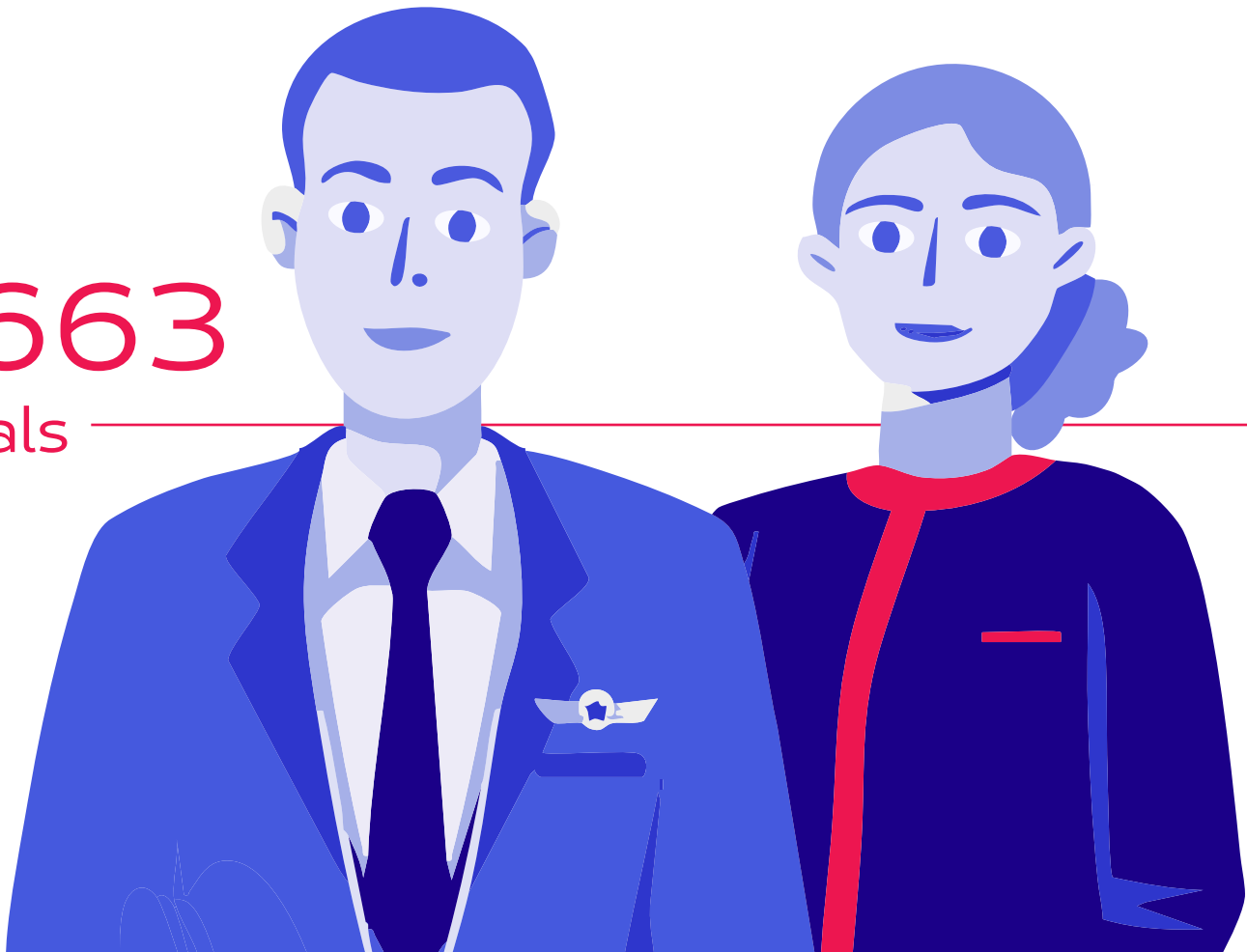
Employees by
seniority in 2024



Employees by age
range in 2024



38,663
individuals



Más de:
4,400 Pilots
9,200 Cabin Crew
6,600 Professionals
8,500 Airport Staff
4,900 Maintenance Personnel
690 Sales Staff
3,000 Cargo Staff
1,000 Administrative Staff

¹ Considering: Argentina, Australia, Bolivia, Cuba, France, Germany, Italy, Mexico, Netherlands, New Zealand, Paraguay, Portugal, Spain, United Kingdom, and Uruguay.

FUNCTIONAL CATEGORIES²

Senior management

CEOs
Vice-presidents
Directors

Management

Senior managers
Managers
Assistant Managers

Leadership

Area managers
Department heads

Operators

Cargo operations
Maintenance
Airport
Operations control center

Sales force

Sales operations
Customer care

Administrative staff

Support activities and general roles

Other professionals

Middle management in support
activities

Other technicians

Command crew
Cabin crew

² LATAM Group has no employees in the "Auxiliary" category as defined by Chilean NCG No. 519.

PEOPLE: THE ENGINE OF THE LATAM GROUP

GRI 3-3

Human Capital management is one of the most important processes for LATAM group's companies, as it is employees who make possible the mission of connecting the region with the world, providing access to its broad network for cargo and passenger transportation.

In this task, LATAM group's companies consider structured training and career advancement practices that respond to the transformations and trends of the job markets of the countries where they operate. They also consider dialog and approachability between the staff and management of each company as important factors in bolstering the joint commitment to the execution of the business strategy and to making LATAM group's companies better and better.

In essence, LATAM group's Human Capital team acts as a strategic partner that enhances business success by maximizing human talent, nurturing and fostering individual productivity, and strengthening organizational culture. At the global level, the department is headed by the Human Capital Vice-President, who is responsible for coordinating the strategic and operational alignment of policies, initiatives and practices related to LATAM group's employees in all the countries where it is present.

LATAM group maintains formal spaces for review, collaboration and decision-making. This approach is implemented through two weekly meetings involving the VP of Human Resources, the heads of corporate Human Resource functions and the

leaders of this area in each country. These bodies ensure the coordination, coherence and alignment of employee-related actions and strategies at all levels of the organization.

In addition, the main objective of the LATAM group's Human Capital team is to align human talent with the strategic objectives of the business. This includes attracting and retaining the best employees, promoting their development through training and leadership programs, and fostering a motivating work environment that encourages commitment and productivity, while maintaining a labor cost base that ensures competitiveness.

More Just, Empathetic, Transparent and Straightforward (JETS).

LATAM group is guided by a genuine concern for people in a just, empathetic, transparent and simple work environment. Thus, it follows the "JETS" principles.





STRENGTHENING THE CONNECTION

GRI 3-3

Ongoing dialog

LATAM group’s dialog agenda includes meetings conducted by the Human Capital department and leaders from different areas of the group, to address topics such as leadership, sustainability, and talent management, among others. These forums are aimed to strengthen strategic alignment, foster empathy with employees and gather ideas that enrich human capital management.

In addition, LATAM group maintains other initiatives that reinforce this ongoing dialog:

- **LATAM News:** Weekly meeting between leaders and their teams.
- **Expanded:** Periodic meetings conducted by the vice-presidents.
- **1:1 Accompaniment:** Specific conversations between each employee and their leader to support the individual professional training and development process.

It is important to note that leaders receive comprehensive training to manage their teams in alignment with the

leadership model established by LATAM group. In this sense, their performance is evaluated through the Leadership Index and the Barometer—tools that incorporate key variables to monitor progress towards the objectives of simplicity and transparency, and to ensure compliance with essential practices such as providing timely feedback, holding team and 1-to-1 meetings, and recognizing achievements.

Likewise, teams have the opportunity to evaluate their leaders, providing valuable insight into their performance. Thus, LATAM group reinforces the fundamental role of leaders as drivers of organizational development and cohesion.

Organizational health

In 2024, LATAM group achieved its best-ever result in the McKinsey & Company Organizational Health Index (OHI), a survey that has been conducted for a decade, and that evaluates work climate and motivation topics. The 79 points obtained are one point higher than the last evaluation performed in 2023, positioning LATAM group's companies among those with the best organizational health in the world.

Furthermore, 2024 results also stood out for the record voluntary participation in the survey, as 80% of the total workforce took it, which translates into more than 29,000 responses at the time of consultation.

It should be noted that this survey has questions that evaluate different strategic focal points for LATAM group, such as leadership, technological adaptation, diversity and inclusion (D&I), and employee experience, which includes meaning and/or purpose, as well as psychological safety, among others.

Employee Satisfaction Survey (eNPS) 2024

This survey (eNPS) measures engagement and satisfaction on a scale of 0 to 10. Each month, this survey is randomly distributed to a representative sample of 5,000 LATAM group employees. The eNPS makes it possible to evaluate employees’ conditions, measure their well-being and determine whether they would recommend the company as a good place to work.

For 2024, the eNPS result was 81 points, with an associated target of 80 points.

TALENT MANAGEMENT

NCG 519: 5.8.I, 5.8.III, 5.8.IV TRAINING AND BENEFITS
GRI 404-1 AND 403-5

TRAINING

LATAM group's training policies establish the principles and guidelines that govern the skills and knowledge development processes in the different operational areas, ensuring compliance with the applicable requirements and regulations of each country where it operates. These policies cover aspects such as scope and responsibilities, training programs, periodicity, content updates, infrastructure, and instructor selection and training.

These programs address a wide range of key topics, such as operational and labor safety, Diversity and Inclusion (D&I), leadership, commercial skills, customer service, in-flight service, emergencies, first aid, risk prevention, hazardous goods, human factors, technical specialties for aeronautical maintenance, LATAM group's internal procedures and the Code of Conduct (Compliance).

It should be noted that LATAM group maintains a mandatory awareness and training program for the identification and management of bias, the use of inclusive language and advocating for psychological safety. In addition, it has a socialized and universally accessible mechanism for reporting and resolving potential situations of discrimination and/or harassment (See more in the Confidential Channel section, in the "Corporate Governance" chapter).

With this approach, during 2024, LATAM group spent US\$12,745,440 (equivalent to CLP\$12,700,321,142) on professional training activities for its teams, translating into 0.10% of operating revenue.

Meanwhile, 36,399 individuals were trained (equivalent to 94.1% of the total workforce) in key areas. As a result, a total of 1.6 million hours of training were completed, with an average of 46.4 hours per employee.

TRAINING PROGRAMS

In 2024, LATAM group developed various training programs that generated a tangible impact on business development and implied clear quantitative benefits for the organization. Among them:

Security Practices through Virtual Reality:

This program aims to update and optimize cabin crew training through the use of Virtual Reality (VR) technology. This tool allows for more immersive, effective and standardized training by recreating critical safety situations and emergency procedures in a controlled and realistic environment. Thus, the limitations of traditional training methods are overcome.

It is worth noting that the program reached 19% of total training hours (FTE), reflecting its strategic importance within LATAM group's global training plan.

Revalidation of service for Contact Center and cabin crews:

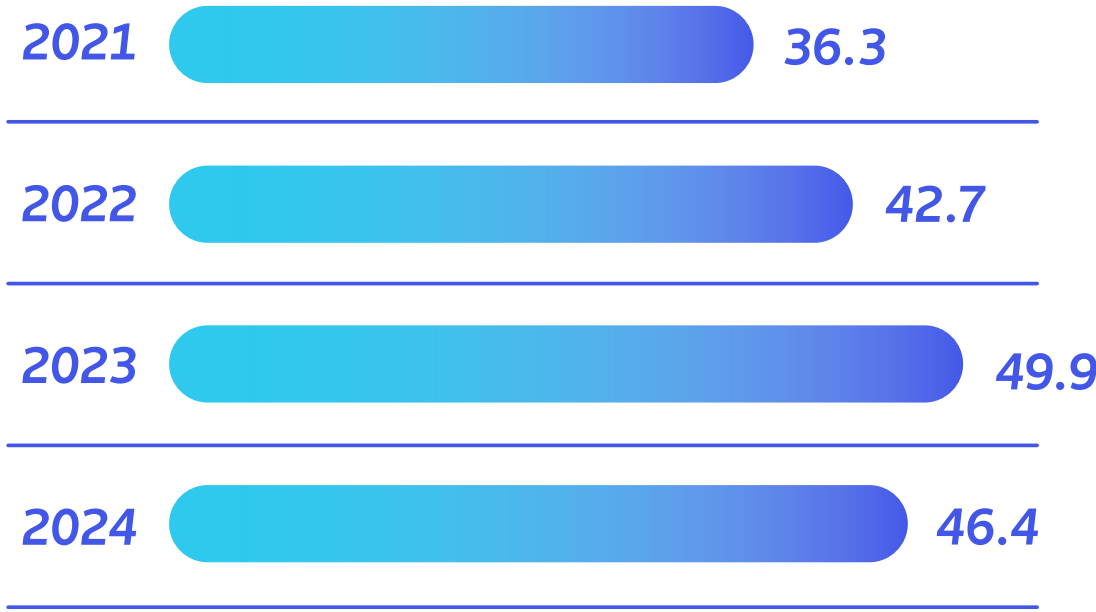
The main purpose of this workshop was to align and reinforce hospitality culture and customer service competencies in Contact Center teams and cabin crews. The program, focused on developing key skills in areas such as effective communication, conflict management and empathy, aimed to ensure that customers receive an excellent and memorable experience at all touch points with the company.

It is important to note that the participation of the teams in this program was 100% for the Contact Center and 95% for cabin crews, which stresses LATAM group's commitment to the continuous improvement of service quality and customer experience.

Average training

NCG 519: 5.8 TRAINING AND BENEFITS
GRI 404-1

(h/employee)



A total of 1.6 million hours of training were achieved, with an average of 46.4 hours per employee.

PERFORMANCE REVIEW

GRI 404-3

LATAM group’s performance evaluation process includes a section dedicated to the evaluation of competencies, which is expected to be complied with globally. In this context, one of the key behaviors assessed is compliance, which is part of the competency known as "Safe Behavior". In this sense, it specifies that employees must display behaviors consistent with

the Code of Conduct, as well as with the policies and procedures that impact the safety of LATAM group. It is essential for employees to understand that their actions have a direct impact on customers, processes, facilities and the environment.

As part of the annual feedback process, which is carried out during the first months of the year, a summary of the evaluation carried out the previous year is provided. During this process, a score or evaluation category is presented, performance strengths and opportunities are analyzed, and an action plan is agreed upon to correct and improve the identified

areas. In this way, employees are expected to achieve even better performance in the following year.

98% of the employees subject to the process were part of the 2024 performance evaluation.

TYPES OF PERFORMANCE EVALUATION IN 2024

By objectives

Annually, LATAM group’s companies hold a performance evaluation process based on objectives, aligned with competencies differentiated by segment. This process involves executives, middle management, supervisors and cabin and airport operations. It is designed to contribute to the development of each employee and human capital within each of the organizations.

This process also includes a systematic approach in which employees have predefined and measurable objectives, which are collaboratively established at least once a year with their direct manager and routinely tracked throughout the period evaluated.

Multidimensional (360°)

LATAM group uses a tool called Barometer, which consists of a survey with 28 questions sent to employees to evaluate their leader and team. Thus, all leaders with three or more direct reports (approximately 2,000 leaders) were evaluated. In addition, the evaluation was available to 30,000 employees.

This process not only allows leaders to measure performance within their teams, but also extends to evaluating department or company objectives, receiving feedback from peers, direct subordinates and other employees, and providing a 360-degree view of employee performance. Likewise, customer or external feedback is also included.

It should be noted that this process is carried out twice a year.

By teams

In the technology areas, LATAM group implements the digital talent model. The purpose of this evaluation is primarily increased observability, allowing leaders to receive feedback through others’ observations on their teams. The evaluated leaders are examined from a Top-Down (by their leader and peers at the same level), Bottom-Up (by their direct subordinates) and 360-degree (by anyone who interacts with them, providing partial observability) perspective.

In addition, this system incorporates an evaluation that considers employees as part of a team, rather than just as individuals. Objectives are set for both the team and individual employees, and a weighting is applied between the individual review and the team review, allowing for a more complete view of performance in the group context. This evaluation process is also carried out twice a year.

Agile conversations

This method implements the same Digital Talent methodology used in the technological areas, and the evaluation is carried out twice a year. However, it is also complemented by a more agile approach to manage employee performance and development throughout the year. This approach, which is unstructured, involves regular conversations and continuous feedback, rather than being limited to annual or semi-annual evaluations. Consequently, in this model, performance management does not focus solely on the end result (such as a score or annual evaluation), but on the process to reach that result. Therefore, this includes the constant review of objectives and the identification of barriers that may hinder effective performance.



SUCCESSION PLAN

NCG 519: 3.6.X RISK MANAGEMENT

LATAM group’s affiliates have a Succession Plan that identifies potential internal and external candidates for key positions, such as a CEO and top executives. This plan, which is updated annually, is reviewed on a priority basis in the event of the departure of a critical executive, to make informed decisions on replacement.

In the specific case of the CEO vacancy, the Board of Directors of LATAM Airlines Group S.A. will be responsible for selecting a successor, based on the Leadership Committee’s recommendation.

On the other hand, specific development plans are implemented for some of the potential successors, with the purpose of preparing them optimally to take on more senior responsibilities within LATAM group.

HIRING AND TURNOVER

NCG 519: 3.1.VII GOVERNANCE FRAMEWORK
GRI 401-1

LATAM group is a multicultural and diverse organization, where the technical needs for each role and organizational level are the only ones that prevail when defining and measuring the talent needed for selection.

Throughout 2024, LATAM Airlines Group S.A. hired 6,827 individuals, resulting in a hiring rate of 17.6%. On the other hand, the turnover rate was 9.8%, which is lower than the figure for 2023 (10.8%). Meanwhile, the voluntary turnover rate was 3.6%, also improving compared to the 4.4% rate in the 2023 period.

It should be noted that LATAM group strategically manages the attraction and selection of diverse talent through standardized processes, led by the Recruitment team. These include establishing job profiles with management or leaders, considering specific requirements, such as certifications, education, experience, technical qualifications, languages and licenses, as well as key skills and competencies for each position.

In addition, the Recruitment team provides knowledge of the talent market and works to mitigate biases that could affect the attraction and selection of diverse profiles, prioritizing a skills-based approach over traditional track records.

In turn, the Compensations department contributes through a job analysis to define the pay range and evaluate the level of decision-making, coordination and influence of each role within LATAM group.

This comprehensive approach not only broadens access to opportunities, but also ensures a selection process aligned with business needs and Diversity and Inclusion best practices.



New hires and workforce turnover in 2024

GRI 401-1

	NUMBER OF INDIVIDUALS HIRED	NUMBER OF INDIVIDUALS WHO LEFT LATAM GROUP ¹
LATAM Airlines Brazil	3,563	1,906
LATAM Airlines Chile	1,613	822
LATAM Airlines Colombia	493	287
LATAM Airlines Ecuador	111	51
LATAM Airlines Peru	522	272
United States Regional Office	408	354
Others ²	117	79
LATAM Group	6,827	3,771

¹ Total number of employees who left their position voluntarily, due to severance, retirement, or death in service.

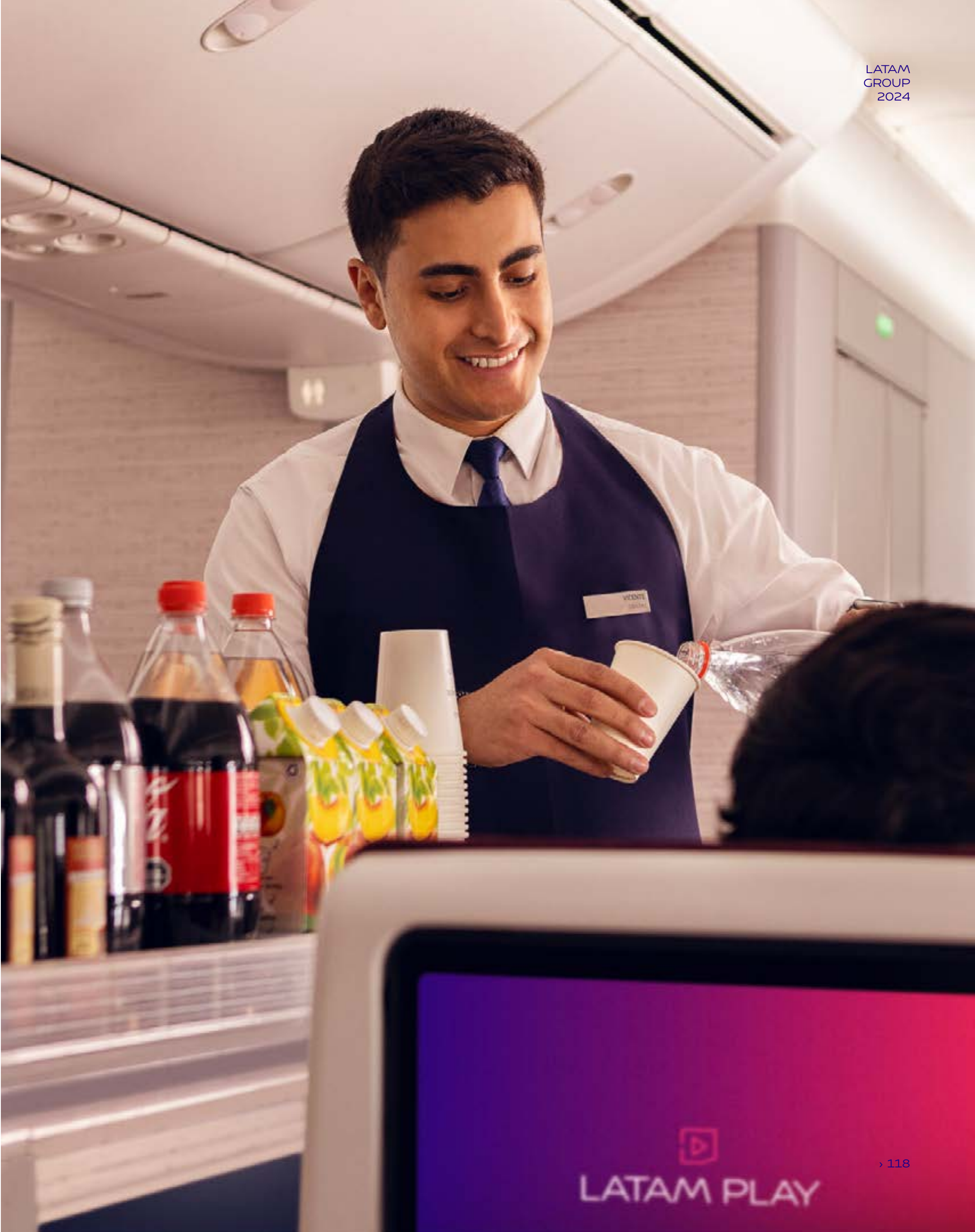
² Considering: Argentina, Australia, Bolivia, Cuba, France, Germany, Italy, Mexico, Netherlands, New Zealand, Paraguay, Portugal, Spain, United Kingdom, and Uruguay.

INTERNAL HIRING

In 2024, 76.0% of vacant positions were filled with internal candidates.

In order to promote professional development and internal mobility, LATAM group publishes all available vacancies within the organization through its internal communication channels. In this manner, any employee who meets the requirements of the position may apply.

Moreover, in the 'Work with Us' section of LATAM's website, all positions that the company is looking to fill globally are advertised.



BENEFITS

NCG 519: 5.7 POSTNATAL LEAVE AND 5.8 TRAINING AND BENEFITS

GRI 401-2 AND 401-3

LATAM group's affiliates offer their employees a series of additional benefits that are not included in the remuneration. Some of these are:

01 Stress management in the workplace¹

LATAM group's Wellness Program focuses on stress management in the work environment and on promoting the overall well-being of its employees. This consists of four main components: 1) Getting to Know Each Other, which seeks to foster connections among employees; 2) Travel Club, which offers practical travel tips; 3) Wellness Tips, aimed at improving mental, emotional and physical health; and 4) LATAM Club, which provides discounts to employees and their families in various categories.

This program is available through the LATAM Portal and RH Connect, which streamlines its availability and scope within LATAM group.

● Getting to Know Each Other

This section offers the opportunity to meet and connect with different people from LATAM group. Each month, the profiles of up to two individuals per country are published.

● Travel Club

This section offers the presentations and recordings of each live session where, month after month, an employee of LATAM group showcases a new destination of the world. Through their experience, they share the best tips and recommendations to inspire others to explore without limits, connecting to the Staff Travel benefit.

● Wellness Tips

A space where useful information and articles are published each month designed to promote the wellbeing, self-care and mental health of LATAM group's employees and their loved ones.

● LATAM Club

Exclusive network of discounts and promotions for LATAM group's employees and their loved ones, offering a wide range of benefits in all countries and in more than ten categories, such as Hotel and Tourism (with major hotel chains), Gastronomy, Health and Fitness, Education and Training, among others. In fact, as an employee of LATAM group, it is also possible to access many of the discounts available in other countries; not only in the country of residence.

02 Wellness and health initiatives

Each LATAM group affiliate manages various initiatives to promote physical activity among employees. For example, in Chile, during the summer, employees are invited to participate in a range of sports activities, free of charge, organized at LATAM group's facilities under the name LATAM Park. This includes reserving

courts or pitches for various sports and enrolling in classes, such as Zumba, functional training, or spinning, among others.

In addition, all employees with permanent and fixed-term contracts are provided:

● Life insurance²

Aware of the importance of prevention in difficult times and support for loved ones, LATAM group offers its employees life insurance in most of the countries where it operates.

● Health insurance³

Given that employees' health is a priority for LATAM group, it provides private medical insurance that covers, among other things, outpatient and inpatient medical services, medicines and treatments. In addition, in some countries like Chile, free telemedicine is included in fields such as psychology, nutrition, sports medicine, chronic disease support, sleep disorders, sexual health and LGBT+ psychological counseling. Also, in Chile, an agreement is offered with Colmena for Isapre group plans, with preferential and fixed prices.

● Medical Care Insurance for business trips outside the base country⁴

To ensure the well-being of its employees during the performance of their duties, LATAM group provides travel insurance to cover illnesses and accidents that may occur while employees are away from their country of residence. This insurance also extends to crews—both cabin and flight crews—while performing their duties.

03 Part-time work options

LATAM group offers part-time contracts for specific roles, allowing employees to work fewer hours per week in lieu of traditional full-time contracts. This program is available in different countries, per their local regulations.

04 Teleworking

Currently, all LATAM group support employees have the option of working under a hybrid modality. In addition, some specific roles, such as IT and Contact Center teams, can work 100% from home due to the nature of their functions. LATAM group companies cover some expenses derived from hybrid work, such as food and internet costs, per the regulations of each country.

¹ Benefit applies to all contract types in the countries with operations.

² Benefit applies to all contract types in Chile, Ecuador, Argentina, Oceania and Peru. In Colombia, it is offered based on union affiliation. On the other hand, in Brazil, the U.S. and Mexico, it is offered to individuals with an indefinite contract.

³ Benefit available to employees with an indefinite contract in Brazil, the U.S. and Mexico and for all other contracts in other countries, except for New Zealand, Bolivia, Uruguay, Germany, Netherlands and the U.K.

⁴ Benefit available in all countries and to all types of contracts.



05

Flexible work schedules

In certain countries and for specific positions, LATAM group offers flexible working hours, adapted to local regulations. This benefit allows employees to adjust their start and end times based on their individual needs and within the limits established by each LATAM group affiliate.

Childcare facilities

Following the regulations of each country, LATAM group provides childcare facilities for female employees after the postnatal period, or offer childcare contributions as an alternative for parents who work shifts or have children with special healthcare needs.

Lactation facilities

LATAM group has dedicated lactation rooms in their workplaces, providing privacy, comfort, storage and hygiene for new mothers to express breast milk. This program is available in different countries, per their local regulations.

¹ Benefit applicable to employees with an indefinite and fixed-term contract, after six months in service in all countries with operations.

² Benefit available to all contract types.

³ Benefit varies depending on the country (except for Brazil), type of loan, and collective bargaining agreement.

08

Maternity and paternity leave (postnatal)

LATAM group guarantees maternity and paternity leave in accordance with the legal regulations of each country where they operate, ensuring employee well-being during the postnatal period.

Paid family care leave beyond parental leave

LATAM group ensures the availability of paid leave for family care, in accordance with the legal regulations of each country, to support their employees in family situations that require additional care.

Ticket discounts benefit (Staff Travel)¹

As part of its value proposition, LATAM group enables its employees and their beneficiaries to visit the world through the Staff Travel ticket benefit. Through it, they obtain access to an annual coupon book on routes operated by LATAM group to more than 150 destinations around the world, using tickets subject to vacancy with a 100% discount (2), with a 90% discount (12), with a 50% discount (12), and confirmed tickets whose discount and number varies by sublevel. In addition, workers have access to unlimited flights with significant discounts on more than 90 airlines with agreements. These coupons apply for each worker and for each registered beneficiary according to LATAM group's policy.

11

Special benefits of the LATAM Pass frequent flyer program²

Employees registered in the LATAM Pass program have access to exclusive benefits that complement the Staff Travel program, such as a mileage bonus upon registration, double mileage accrual in the purchase of Staff Travel tickets, and the option to purchase tickets with miles. This benefit is available in several countries and is being extended to all countries where LATAM group operates.

Special benefits in ground handling services offered by LATAM²

LATAM group also offers its employees discounts and extra benefits on ground handling services available to commercial passengers, such as double mileage accrual on hotels and discount plus mileage accrual on car rentals. For Chile, Brazil, Peru and Paraguay, special discounts also apply to all other services, such as tour packages, cruises, etc.

13

Loans³

LATAM group offers financial aid to its employees through loans, which are available according to local conditions and the collective bargaining agreements of each affiliate. This benefit is designed to help workers in various situations throughout their working lives.



DIVERSITY AND INCLUSION

NCG 519: 3.1.VI GOVERNANCE FRAMEWORK AND 5.4.1
EQUITY POLICY
GRI 3-3; 405-1

LATAM group addresses diversity and inclusion in a broad and integrated manner, formalizing its commitment to non-discrimination and equity through its Diversity and Inclusion Policy, Code of Conduct and a Recruitment Policy, all of which promote an inclusive environment and the appreciation of individual talent.

GOVERNANCE

To carry out its commitment, LATAM group has a clear structure for Diversity and Inclusion (D&I) management, led by a global D&I Project Management Officer (PMO), in coordination with LATAM group's Vice-President of Human Capital. This figure ensures the coherent implementation of D&I's global policies and objectives, in alignment with corporate guidelines and the organization's vision.

In addition, there are individuals in charge of executing D&I plans and initiatives. Their role includes direct coordination with the local D&I managers (focals) in each country where LATAM group's companies operate, as well as with the functional areas of the different affiliates that collaborate in the implementation

of the necessary adjustments, ensuring corporate alignment in this arena.

Meanwhile, LATAM group's companies' recruitment and selection processes are supported by foundations, organizations and specialized consultants to attract diverse talent. In addition, as a guideline, it ensures the presentation of candidates of both sexes in the shortlists.

Moreover, a dedicated team is responsible for promoting, measuring and managing D&I initiatives to foster an inclusive and evolving work environment.

INCLUSION EVALUATION: MONITORING AND CONTINUOUS IMPROVEMENT

LATAM group measures its progress in inclusion through the periodic collection of employee opinions in all the countries where it operates, which enables it to analyze the different experiences and visions, and to identify opportunities for improvement in this arena. Additionally, once a year, it measures employee perceptions of organizational systems and experience through a tool managed by an external consulting firm, which has shown a steady upward trend.

D&I ORGANIZATIONAL CULTURE

LATAM group constantly seeks to strengthen diversity and inclusion, with the aim of ensuring that all individuals who are part of the organization can fully contribute their capabilities. In fact, some of the cross-cutting actions developed are:

I. Inform and educate employees to strengthen the culture of inclusion.

II. Develop inclusive leadership.

III. Collect information that supports decision-making and timely management of initiatives to promote diversity and inclusion (D&I).

In its commitment to promote D&I, LATAM group has defined specific goals that include increasing the representation of women in leadership and technical roles, as well as increasing the inclusion of people with disabilities in various positions. In addition, they seek to promote plurality in professional profiles, ensuring that they reflect the diversity of race, ethnicity, generations, sexual orientation and

LATAM group aims to achieve a gender balance of around 40/60 at all functional levels by 2030.

gender identity, among other aspects, present in the societies where they operate.

In this context, and in line with its diversity commitments, which seek to achieve a 40/60 gender balance at all functional levels by 2030, LATAM group has made significant progress. Thus, LATAM group has managed to bring more women to key roles, such as pilots and maintenance mechanics, reaching a total ratio of 39/60 by the end of 2024.

Employees by sex and functional category in 2024¹

GRI 405-1

NCG 519: 5.1.1 NUMBER OF PEOPLE BY SEX

	MEN			WOMEN		
Senior Management	0,25%		58	0,07%		11
Management	1,87%		434	1,51%		233
Leadership	5,01%		1.164	4,19%		646
Operators	51,81%		12,043	37,74%		5,818
Sales Force	0,80%		185	3,75%		578
Administrative staff	1,53%		355	3,19%		492
Other professionals	7,37%		1,713	7,32%		1,128
Other technicians	31,38%		7,294	42,23%		6,511
LATAM Group	100%		23,246	100%		15,417

¹ LATAM Group has no employees in the "Auxiliary" category as defined by Chilean NCG No. 519.

PAY EQUALITY

NCG 519: 5.4.1 EQUITY POLICY AND 5.4.2 WAGE GAP

GRI 405-2

LATAM group implements clear policies and practices that seek to ensure equal compensation among employees, aligned with their roles and responsibilities. In this regard, the policy is based on a job evaluation methodology that uses a point and grade system to determine the relative weight of each position.

In addition, LATAM group defines salary ranges by grade based on market surveys, ensuring that each employee is placed within the salary range established for his or her grade. Along these lines, all individuals belonging to the same pay grade share a common income range, which stands between 80% and 120% of the corresponding level. However, the specific positioning of each employee within this range depends exclusively on factors such as seniority, potential and performance.

In addition, LATAM group conducts an annual merit-based compensation review based solely on individual performance, reaffirming their commitment to transparency and equity in compensation.

SALARY RATIO (WOMEN/MEN)¹

NCG 519: 5.4.2 WAGE GAP

GRI 405-2

2024	AVERAGE ²	MEDIAN ³
Senior Management	97%	97%
Management	95%	97%
Leadership	95%	96%
Operators	92%	92%
Sales Force	103%	101%
Administrative staff	98%	98%
Other professionals	96%	98%
Other technicians	93%	94%
LATAM Group	95%	95%

Note: LATAM group has no employees in the "Auxiliary" category as defined by Chilean NCG No. 519.

¹ Proportion of women's gross hourly wage vs. men's gross hourly wage in each functional category. Gross salary includes all fixed and variable pay, such as base salary, social laws, bonuses, commissions, or others.

² To calculate the mean, the average income by country, pay grade and seniority category are considered, excluding data where there is no record for both sexes.

³ To calculate the median, the values of the gross hourly wages of women and men are ordered from lowest to highest (considering the groups by country, pay grade, and seniority category, and excluding data where there is no record for both sexes), and the central value of the first group is divided by the central value of the second group.

Snapshot

GRI 401-1

	2021	2022	2023	2024
Total employees	29,114	32,507	35,568	38,663
Turnover rate ¹	22.5%	11.4%	10.8%	9.8%
Voluntary turnover rate	5.1%	5.7%	4.4%	3.6%
Average hours of training ²	36.3	42.7	49.9	46.4
Total individuals trained (% of total workforce)	N/D	30.6 thousand (93%)	32.1 thousand (90.4%)	36.3 thousand (94.1%)
Investments in training (% of revenues)	N/D	0.14%	0.12%	0.10%
OHI SURVEY				
Result	77	77	78	79
Quartile	1	1	1	1

¹ Total number of employees who left their position voluntarily, due to severance, retirement, or death in service/total workforce as at December 31, 2024.

² Hours of training in the year/Average workforce.

More information

Employee profile (sex, nationality, age range, seniority and people with disabilities): Annexes (Employees)
Postnatal leave: Annexes (Employees)
Formality of work (type of contract, type of work hours and work flexibility): Annexes (Employees)
Freedom of association: Annexes (Employees)
Idle days due to work stoppages: Annexes (Employees)
Use of postnatal leave: Annexes (Employees)
Idle days due to work stoppages: Annexes (Employees)





COMMITMENT TO SUSTAINABILITY

- 125** SUSTAINABILITY STRATEGY
- 132** ENVIRONMENTAL MANAGEMENT
- 140** CLIMATE CHANGE MANAGEMENT
- 151** CIRCULAR ECONOMY
- 159** SHARED VALUE

SUSTAINABILITY STRATEGY

NCG 519: 4.2 STRATEGIC OBJECTIVES
GRI 305-5

In 2021, LATAM group presented its new Sustainability Strategy, based on four fundamental pillars designed to minimize environmental impacts and generate social, environmental and economic value in the countries where it operates. In addition, these pillars are supported by an ambitious purpose and realistic and well-structured work plans, which allow us to continue moving forward in a manner consistent with the path that LATAM group aspires to follow.

Along these lines, in its third year of implementation, the Sustainability Strategy has evolved incorporating lessons learned, the available scientific evidence and regulatory and public policy definitions that have been adopted by the authorities during this period. Considering the above, LATAM group made adjustments to the objectives of the climate change management and circular economy pillars, maintaining or raising the degree of ambition and adjusting to the evolution of the regulatory and public policy framework¹, and the analysis of feasibility and relevance of the various actions designed.

Although progress has been made in recent years in terms of public policies and environmental regulations, there are still significant gaps in terms of climate action² and the circular economy. Given this uncertainty, over the next few years, the objectives of the Sustainability Strategy will need to continue being updated to comply with regulations.

Governance for Sustainability Strategy

NCG 519: 3.1.II GOVERNANCE FRAMEWORK

LATAM group has established a solid governance framework to ensure compliance with the purpose of its Sustainability Strategy. In this regard, it is the Board of Directors, through its Sustainability and Strategy Subcommittee, who leads strategic decision-making and supervises the results of this area.

Likewise, on an annual basis, a presentation is made to the Directors' Committee and the Board of Directors to report progress on the Strategy, addressing, among other topics, LATAM group's social responsibility.

At the executive level, the Sustainability Management, under the Corporate Affairs and Sustainability Directorate, is responsible for implementing the strategy and reporting to the Sustainability and Strategy Subcommittee. Along these lines, close collaboration is fostered with the Corporate Affairs and Sustainability leaders in each country, who actively participate in its development and maintain constant communication to review progress and coordinate actions. In addition, at the local level, program implementation is supported by specialized teams with technical expertise in sustainability.

Sustainability strategy pillars

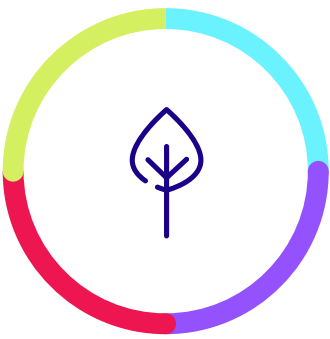


¹ **Climate Change Management::** Colombia Tax Reform 2022 (Law 2277 of 2022), change of CORSIA baseline (ICAO Assembly 41, October 2022), establishment of the Brazilian Emissions Trading System (Law No. 15,042 of 2024). **Circular Economy:** Regulations associated with reducing the production and consumption of single-use plastics (Chile, Peru, Colombia, Ecuador, among others) (e.g.: Chilean Law 21,368, Sao Paulo, Brazil, Law 17,261 dated January 13, 2020, Peruvian Law 30,884, etc.). Regulations on the handling of waste from international flights (e.g.: Decree 144 of 1996, Chilean Ministry of Agriculture). Regulations on sanitary control in airports and aircrafts (e.g.: Resolução RDC nº 2, dated January 8, 2003).

² Colombia's Climate Change Law has not been regulated, while Chile's Climate Change Law has not been fully regulated and, until December 31, 2024, only one country has issued Corresponding Adjustments—a mechanism that allows carbon credits to be used in international emissions offsetting schemes, such as CORSIA.

PROGRESS OF THE SUSTAINABILITY STRATEGY

NCG 519: 9. SUSTAINABILITY, 9.1 SASB METRICS



ENVIRONMENTAL **MANAGEMENT**

Ambition

To maintain and continuously improve the Environmental Management System (EMS) across all LATAM group's operations under the IATA IEnvA standard¹.

2024 Objective

To strengthen the implementation of the Environmental Management System (EMS) within LATAM group.

Progress in 2024

Recertification under the IATA Environmental Assessment (IEnvA) standard of the International Air Transport Association (IATA) with the expansion of the scope in Chile, incorporating the Energy module.

100% compliance with Environmental Management System (EMS) obligations and ISO 14001:2015 Certification with no major non-conformities at the Miami base (United States).

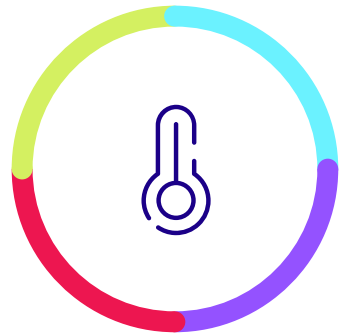
Joint work program with critical suppliers in Chile, Brazil, Peru, Colombia and Ecuador.

Current status

In 2024, LATAM group's Environmental Management System (EMS) was significantly strengthened, reinforcing governance, staff engagement, and teams' technical capacity. In addition, the operations were certified under rigorous international standards that contribute to the constant improvement of environmental performance.

¹ The IATA Environmental Assessment (IEnvA) is a certification program developed to independently assess the commitment of aviation stakeholders to continuously improve their environmental and sustainability performance. It is based on globally recognized standards and industry best practices, including the ISO 14.001 environmental management system standard and the IATA Operational Safety Audit (IOSA).





CLIMATE CHANGE MANAGEMENT

SASB TR-AL-110A.2

GRI 305-5

Ambition

- To achieve net zero emissions growth in Direct emissions (Scope 1) using 2019 as the base year.
- To reduce and/or offset the equivalent of 50% of domestic greenhouse gas (GHG) emissions¹ by 2030, using 2019 as the base year.
- To achieve net zero emissions by 2050.

2024 Objective

To reduce and/or offset 783,633 tons of CO₂e, including carbon offsetting programs with customers.

Since the launch of the Sustainability Strategy in 2021, the maturity and understanding of climate change management in the industry has been evolving at a fast pace, which implies that, to stay on track, we must assess the degree of progress in the industry against new developments, such as the production of sustainable aviation fuels (SAF)—particularly in the region—its projections and the changing regulatory scheme². Along the same lines, public policies associated with this issue have also been changing. In some cases, by changing previously existing regulations, as in the case of Law 1819 of 2016, which establishes the carbon tax in Colombia and that, with the 2022 tax reform, changed the percentage of emissions to which the non-taxation mechanism could be applied (limiting emissions offsets to only 50%). Likewise, new regulations have been developed, such as Law No. 14,993, which establishes the National Sustainable Aviation Fuel Program (ProBioQAV) to reduce emissions through the use of SAF, and Law No. 15,042 of 2024, which introduces the Brazilian Emissions Trading System, both in Brazil. In this dynamic context, LATAM group frames its work under climate change management.

Progress in 2024

497,027 tons of CO₂e emissions managed (19.9% through operational improvements; i.e., emission reductions, and 80.1% by supporting the conservation of strategic ecosystems, mainly in the Colombian Orinoco region; i.e., offsetting). The reduction in tons managed was mainly due to the regulatory change that limited offsets in Colombia. On the other hand, through LATAM's carbon offset program, its customers offset a total of 39,314 tons of CO₂e emissions.

Current status

LATAM group is redefining its approach to climate change management, focusing on reducing Scope 1 emissions from airborne mobile sources, which represent approximately 99% of the company's direct emissions³; i.e., reducing the amount of carbon dioxide emissions per passenger/ton transported (emissions intensity), favoring reduction over offsets. To this end, LATAM group is in the process of redefining its commitments, which will be publicly announced during 2025. For more information, please refer to the "Climate Change Management" section of this document.

¹ Domestic emissions includes Scope 1 aviation emissions, associated with fuel consumption by all passenger and cargo flights.

² Only one country has issued Corresponding Adjustments—a key mechanism for carbon credits to be used in international offset schemes such as CORSIA; however, the current supply of approximately 4.5 million tons of CO₂e is insufficient against an estimated demand of 107 to 161 million tons of CO₂e between 2024 and 2026. In this context, Brazil has implemented relevant initiatives, such as Law No. 14,993, which establishes the National Sustainable Aviation Fuel Program (ProBioQAV) to reduce emissions through the use of sustainable aviation fuels (SAF), and Law No. 15,042 of 2024, which introduces the Brazilian Emissions Trading System.

³ Direct emissions, i.e., Scope 1 and 2, are considered for the calculation of the percentage. Does not consider Scope 3.



CIRCULAR ECONOMY

Ambition

To achieve the elimination single-use plastics.¹

To become zero-waste-to-landfill².

2024 Objectives

To achieve the elimination OF single-use plastics: To ensure adherence to established guidelines and implement new elimination opportunities.

To become zero-waste-to-landfill: To advance in strengthening waste management systems and increase waste diversion through reduction, reuse and recycling strategies.

¹ More information:

<https://www.latamairlines.com/cl/es/sostenibilidad/economia-circular>

² See more in the "2024 Objectives Update" box, "Circular Economy" section.

³ Considering 11,000 tons of waste generated by LATAM group, per a baseline study conducted in 2021 by SGS.

⁴ Waste diversion considers both waste recovered through composting and recycling, and what has been reused and avoided, out of the total non-hazardous waste reported in 2024.

Progress in 2024

Elimination of 97% of single-use plastics across the operation was achieved.

Update of the technical and operational feasibility assessment for landfill waste diversion; definition of scope and objective for 2027.

Traceability of 47% of LATAM group's waste³.

Diversion of 2,974 tons of waste from landfill, which is equivalent to 57% of the total waste reported. This includes 307 tons of reuse and reduction and 2,667 tons recovered through recycling and composting.

Current status

A 97% reduction was achieved on our single-use plastic target, continuing with the previous year's work plan. The remaining 3% corresponds to items not replaced due to legal, sanitary or operational restrictions. See more in the 2024 Circular Economy Objective Update.

In view of the 2027 target, LATAM developed a comprehensive assessment of the recoverability potential in the main operations of Bogota (Colombia), Sao Carlos (Brazil), and Santiago (Chile), added to the technical feasibility and infrastructure throughout LATAM group's network, and it has decided to update its 2027 target, with which it aims to achieve the diversion of 75% of waste from landfills. See more in the 2024 Circular Economy Objective Update.



-97%

Fewer single-use plastics

57%

DIVERSION OF WASTE
from landfills⁴

Circular Economy Objectives Update

In line with the evolution of its Sustainability Strategy, LATAM group has made adjustments to its objectives, balancing ambition with a more mature and realistic approach, based on the feasibility of its implementation in the region.

In its commitment to transparency, this box provides a breakdown of the background and analysis of these decisions.

Zero waste by 2027: A 2027 objective is to achieve 75% diversion of waste from landfills. This decision was based on the evaluation of the maximum potential for waste recovery found in LATAM group's operations, based on the assessment carried out at the facilities in Bogota (Colombia), Sao Carlos (Brazil), and Santiago (Chile). In addition to the above is the percentage of waste for which there is still no technical and viable solution on the market, and the current state of LATAM group's facilities where, in several cases, even at the municipal or airport level, there are no waste management systems that allow for integration.



SHARED **VALUE**

Ambition

To make the connectivity, capacity, and speed of our passenger and cargo operations available for the benefit of communities across Latin America on three fronts:

Health
Environment
Natural disasters

2024 Objectives

To strengthen the network of strategic partnerships of the *Avión Solidario* program.

To strengthen the structure of the *Avión Solidario* program.

Progress in 2024

47 partnerships with organizations, foundations and government agencies in five countries.

Nearly 5,000 patients, professionals, volunteers and specialists transported free of charge.

Nearly 745 tons of cargo transported free of charge on behalf of social and environmental causes.

Current status

The working pillars of the *Avión Solidario* program were established: LATAM group's management, communications, relations and interconnection.

The development of a methodology to measure the social and environmental impact of the program (Social Return of Investment) was incorporated.



47

ALLIANCES WITH ORGANIZATIONS, FOUNDATIONS
AND GOVERNMENT AGENCIES

In 5 countries

4.877

PATIENTS, PROFESSIONALS, VOLUNTEERS AND
SPECIALISTS TRANSPORTED FREE OF CHARGE.

745

TONS OF CARGO TRANSPORTED FREE OF CHARGE
to aid social and environmental causes.

SUSTAINABILITY AMBASSADORS PROGRAM

In order to engage our employees in the strategy, LATAM group has a Sustainability Ambassadors Program, which also contributes to enhancing the results of the initiatives implemented. Currently, there are more than 700 active employees in the 5 countries where the company has its main domestic operations.

SUSTAINABLE DEVELOPMENT GOALS (SDG)

NCG 519: 4.2 STRATEGIC OBJECTIVES

GRI 2-23

LATAM group is committed to the Sustainable Development Goals (SDGs) for 2030, established by the United Nations in 2015. In this regard, the pillars of the Sustainability Strategy contribute mainly to eleven of them.



HUMAN RIGHTS

NCG 519: 2.1. MISSION, VISION, PURPOSE AND VALUES;
3.1.II GOVERNANCE FRAMEWORK 4.2. STRATEGIC
OBJECTIVES
GRI 2-23 AND 3-3

In order to generate social, environmental and economic value, LATAM group assumed in 2018 a **public commitment to respect Human Rights**. This document lists the ten principles that should govern the conduct of its employees, collaborators and third parties. These include the rejection of child labor, forced labor or labor in conditions similar to slavery, as well as any form of discrimination, moral, physical or sexual harassment. Likewise, it reaffirms its commitment to freedom of association, occupational health and safety, fair remuneration, decent working conditions and the promotion of equality regardless of gender, race, age, sexual orientation, religion or nationality.

This commitment was designed following international guidelines, such as the Universal Declaration of Human Rights, the United Nations International Charter of Human Rights and the Fundamental Principles and Rights at Work of the International Labour Organization (ILO). In addition, , it sets forth the envisaged consequences in case of breach.

It should be noted that, while LATAM group does not currently have specific policies on indigenous rights and protection of the cultural heritage in place, no impacts from its operations on indigenous communities or the cultural heritage have been identified. Likewise, LATAM group is in the process of developing ongoing monitoring of its environmental, social and governance (ESG) risks and impacts, and is

evaluating the possibility of creating and/or adjusting internal processes to meet these needs.

In this context, LATAM group has an ethics channel available to everyone who interacts with the organization, including Board members, employees and stakeholders. This channel, which is continuously monitored by the Compliance department, enables the detection of possible Human Rights violations. If a report is confirmed, action plans are implemented to assist affected individuals and groups, which may include training, feedback, suspensions, contract terminations, legal action or other relevant measures. **See more in “Corporate Guidelines”.**

In addition, LATAM group has internal procedures in place that include mitigation measures to prevent risk situations, and remediation processes when necessary.

PARTICIPATION IN THE UNITED NATIONS GLOBAL COMPACT

LATAM group is a member of the United Nations Global Compact, an initiative that promotes the adoption of fundamental values in human rights, labor relations, the environment and anti-corruption in business practices. Nonetheless, it has not formally adhered to the United Nations Guiding Principles on Business and Human Rights.



ENVIRONMENTAL MANAGEMENT

LATAM group's environmental management pillar is governed by the Safety, Quality, Health and Environment Policy. This public document is reviewed on an annual basis and its commitments include: compliance with current environmental legislation, international agreements and/or any other commitment voluntarily signed by any LATAM group company in terms of Operational Safety, Safety for the Protection of Civil Aviation, Quality and Environment, including environmental aspects such as energy and water consumption, GHG emissions, and pollution prevention, among others.

Therefore, the main focus of the environmental management pillar is to ensure compliance with applicable environmental regulations, while managing risks and opportunities related to LATAM group's activities and processes.

In order to face a changing environment in an agile manner, LATAM group has implemented an Environmental Management System (EMS) designed to improve environmental performance and comply with current regulations, which is transparent, auditable and certified.

Along these lines, LATAM group implements its Environmental Management System (EMS) under the IATA Environmental Assessment (IEnvA) standard of the International Air Transport Association (IATA), in which nine passenger and cargo carriers in Brazil, Chile, Colombia, Ecuador and Peru are certified

The main focus of the environmental management pillar is to ensure compliance with applicable environmental regulations, while managing risks and opportunities related to LATAM group's activities and processes.

under the Corporate Activities, Flight Operations and Maintenance scope.

IENVA AND ISO 14001 RECERTIFICATION

In November 2024, an external audit was conducted for recertification under this standard, maintaining the scope of administrative activities, flight operations, and aircraft overhaul, maintenance and repair at nine carriers across their local markets. This recertification also included the incorporation of the energy module of the IATA IEnvA standard for the three carriers of the Chilean affiliate, which reinforces LATAM group's commitment to constant improvement in environmental management.

In addition, LATAM group achieved ISO 14001:2015 recertification at its Miami affiliate in the United States, covering air cargo transportation and aircraft maintenance services, including organizational activities (ORG), maintenance activities (MNT), cargo and warehousing activities (CGO) and safety, security and environmental activities (SEC).

NEW GOVERNANCE

In order to strengthen environmental governance, LATAM group has established the Environmental Management deputy office, part of the Sustainability department, which in turn reports to the Corporate Affairs and Sustainability directorate. This structure facilitates a more efficient and coordinated management of environmental resources and objectives. In addition, in LATAM group's local market affiliates, the Sustainability leaders are responsible for ensuring compliance with the environmental objectives in their respective affiliates, together with the operational areas, reporting both directly to the local Corporate Affairs managers and to the Environmental Management deputy office. In turn, the local Corporate Affairs managers report to the country general manager, who is the lead operator of that affiliate in the EMS.



SAFETY, QUALITY, HEALTH & ENVIRONMENT POLICY

The Safety, Quality, Health and Environment Policy has a cross-sectional coverage:



- Production operations and commercial facilities
- Products and services
- Distribution and logistics
- Waste management
- Suppliers, service providers and contractors
- Due diligence, mergers and acquisitions

The company's commitments include the following:



- Ensure environmental protection
- Prevent pollution
- Efficiently manage the carbon footprint
- Operate under a circular economy approach
- Establish objectives and resources
- Periodic review of environmental performance
- Comply with applicable environmental legislation in each affiliate where we operate
- Implement and maintain an Environmental Management System (EMS) with a focus on constant improvement of environmental performance

This policy is approved by the Board of Directors and signed by LATAM group's CEO. In the case of affiliates in Brazil, Colombia, Ecuador and Peru, it is additionally signed by the country's CEO.

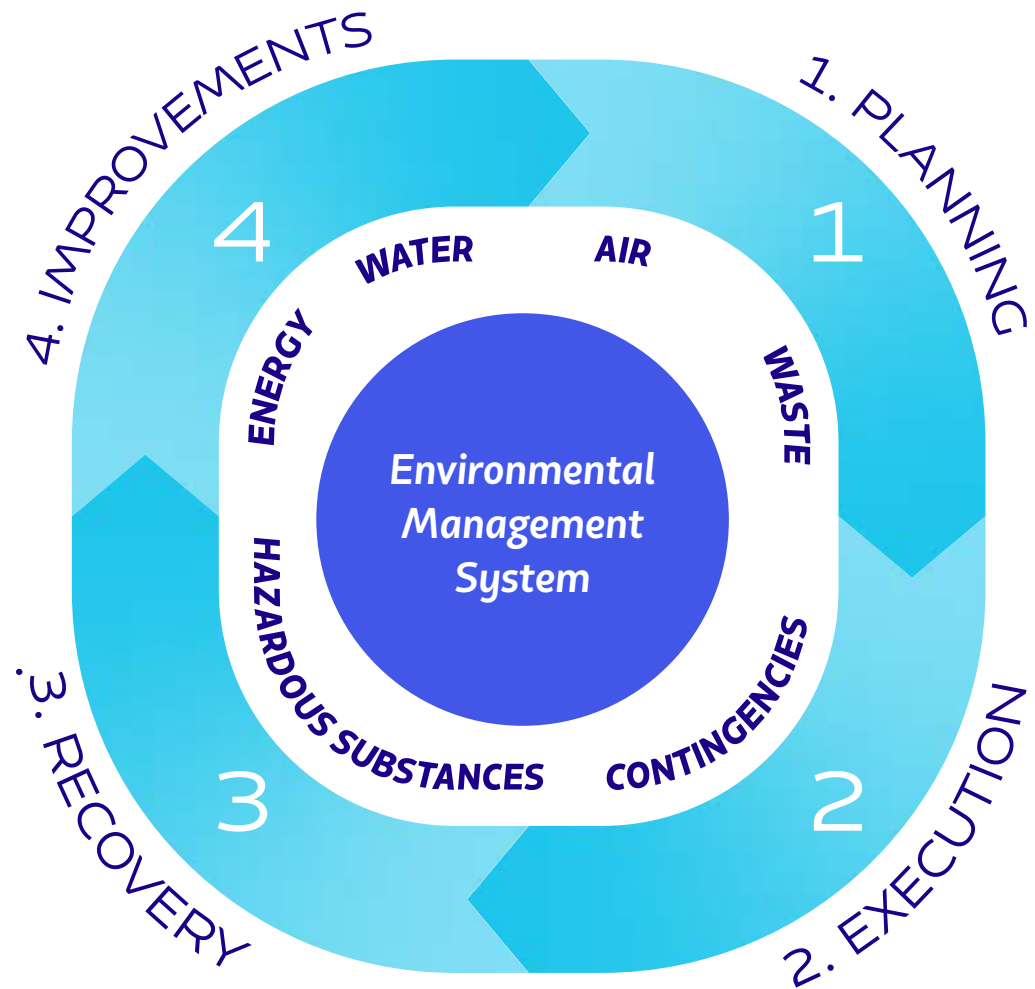
ENVIRONMENTAL COMPLIANCE

NCG 519: 8. LEGAL AND REGULATORY COMPLIANCE, 8.3 ENVIRONMENTAL

An essential part of an Environmental Management System (EMS) certified under international standards such as the IATA Environmental Assessment (IEnvA) or ISO 14001:2015 is compliance with environmental legal obligations. In LATAM group, this process is managed continuously through a cycle of planning, execution, verification and improvement.

First of all, the regulations being drafted by the various state bodies in the countries where LATAM group operates are monitored to identify the legal requirements applicable to the company's activities. These requirements are incorporated into the corresponding matrices and, subsequently, compliance is evaluated within the established deadlines and forms. Throughout this process, LATAM group has the support of the internal legal team and external lawyers specializing in environmental matters.

With regard to environmental matters regulated in local markets, LATAM group includes water, air (atmospheric emissions, noise), energy, waste, hazardous substances and environmental contingencies. Meanwhile, in 2024, in the Chilean affiliate, it is worth noting the enforcement of the Economic Crimes Law, which criminalizes environmental offenses, and the Energy Efficiency Law.



At the same time, in order to verify compliance with environmental regulations applicable to its activities and the international standards adopted, in 2024, LATAM group continued with the program of inspections, environmental emergency drills and internal audits. In addition, internal and external audits of the IEnvA standard and an external audit were conducted as part of the ISO 14.001:2015 certification to ensure the continuity of its commitment to constant improvement in environmental management.

COMPLIANCE MODELS

NCG 519: 8. LEGAL AND REGULATORY COMPLIANCE, 8.3 ENVIRONMENTAL

All LATAM group’s affiliates have an environmental management procedure and program to identify and evaluate compliance with applicable environmental obligations, according to the activities performed in each country and by carrier (passengers and cargo).

In 2024, the environmental risk matrix was updated for all LATAM group affiliates, incorporating a comprehensive assessment covering environmental, community, legal and regulatory, economic, reputational and biodiversity dimensions. Compliance with legal requirements and deadlines for the implementation of actions depend on the corresponding regulations. All areas of LATAM group, under the leadership of the Environmental Management team, are responsible for ensuring regulatory compliance.

The progress of compliance with the environmental obligations across LATAM group is reviewed periodically by the Environmental Management, Corporate Affairs, Legal and Risk teams.



LATAM group's environmental management pillar contributes directly to the United Nations Sustainable Development Goals (SDGs), specifically SDG 6 (Clean Water and Sanitation), SDG 7 (Affordable and Clean Energy), SDG 12 (Responsible Consumption and Production), SDG 13 (Climate Action) and SDG 15 (Life on Land), supporting global sustainability through its operations and strategies.

FINES, ENFORCEABLE PENALTIES AND ENVIRONMENTAL RESPONSIBILITY

NCG 519: 8. LEGAL AND REGULATORY COMPLIANCE, 8.3 ENVIRONMENTAL
GRI 2-27

In 2024, under the reporting of environmental processes required by General Rule (NCG) No. 519, LATAM group has no fines outstanding and had three enforceable sanctions and/or an accumulated environmental responsibility at the end of the year¹ totaling CLP\$1,6182. On the other hand, the three compliance programs approved in previous years remain in place, with no compliance programs executed or completed in 2024. Last, it is worth mentioning that there are no remediation plans for environmental damage presented or implemented in the year of this report.

¹ Considering the Public Sanctions Registry of Chile's Superintendency of the Environment (Superintendencia del Medioambiente) and equivalent agencies in other jurisdictions.
² The fine in reals totals R\$10,000. Converted to Chilean pesos, this translates into CLP\$1,612,800 at the exchange rate established by the Central Bank of Chile as at December 2024 (R\$1 is equivalent to CLP\$996.46).

NATURAL RESOURCES

LATAM group seeks to minimize its environmental impact through responsible management of natural resources, implementing efficiency measures in energy and water consumption. Along these lines, it prioritizes efficient water management, adopting advanced technologies and monitoring programs to optimize water use and reduce consumption. These actions reinforce its commitment to sustainability, seeking to balance its operations with care for the environment.

Likewise, the energy used by LATAM group is acquired through the energy grids of each country where it operates, which means that the proportion of renewable and non-renewable sources reflects the most recent information on the energy composition of each nation, distributing consumption according to its specific weight.

Water

Aware of the importance of water as an essential resource for social development and ecosystem conservation, and in view of the water crisis affecting many sectors across Latin America due to the effects of global warming, LATAM group is committed to implementing measures to ensure the efficient use of this resource. These actions are grouped into the following categories:

Analysis of water use to identify opportunities for water efficiency improvements

In the five countries where LATAM group has domestic operations, by identifying the sources of water for human and industrial consumption, in order to move towards a life cycle analysis of this resource. Although these sources are usually located in concession areas within airports, where pipeline maintenance and improvements to prevent leaks are not the direct responsibility of LATAM group, preventive and corrective maintenance programs are developed at its own facilities to minimize leaks and ensure efficient use of the resource.

Actions to reduce water consumption

More efficient equipment has been acquired, such as energy-efficient washing equipment used in to wash aircraft parts, tires and ground handling equipment. Other initiatives include the implementation of infrastructure improvements at its facilities, such as low-flow faucets and timers in sinks, showers, dining areas and operations.

Improvement of wastewater quality

All wastewater generated by LATAM group is treated either internally, using separation chambers and treatment plants, or externally, by concessionaires and/or local municipal wastewater treatment plants.

Water recycling

At the Line Maintenance Center (CML, for its Spanish acronym) in Brazil, a rainwater harvesting and storage system has been implemented for use in internal processes, thus reducing the extraction of fresh water.

Water efficiency training and awareness

As part of the Environmental Management System (EMS) training program, periodic sessions are held to instruct employees on responsible water consumption and conservation.

Water extraction and consumption¹

GRI 303-3

CSA- WATER CONSUMPTION

100% corresponds to fresh water.

	UNIDAD	2021	2022	2023	2024
Extraction: Total municipal water supply	Million cubic meters	0.099	0.086	0.272	0.189
Extraction: Fresh water (lakes and rivers, etc.)	Million cubic meters	0	0	0	0
Extraction: Groundwater	Million cubic meters	0	0	0	0.076
Discharge: Water returned to its source of extraction, at a higher or similar quality to that extracted	Million cubic meters	0	0	0	0.004
Total fresh water consumption	Million cubic meters	0.099	0.086	0.272	0.262

¹ Supply is obtained from the municipal networks of the various countries of operation, without LATAM group's direct collection of water.



Energy

In its ongoing commitment to comprehensive process optimization, improving energy efficiency is a key priority for LATAM group, as it contributes directly to the reduction of greenhouse gas emissions, which is one of the main environmental impacts of the operation. Therefore, LATAM group has implemented various actions and programs designed to reduce energy consumption responsibly.

Audits to identify energy performance improvements:

During 2024, three carriers of LATAM group’s Chilean affiliate implemented an Energy Management System that included two internal and two external audits. The internal audits included one conducted by an external company authorized by the Ministry of Energy and another conducted by the International Air Transport Association (IATA), in the context of the energy module of the IATA Environmental Assessment (IEnvA) program. On the other hand, the external audits were also carried out by an external company authorized by the Ministry of Energy and by IATA, as part of the evaluation of the IEnvA energy module.

Energy-saving objectives:

The determination of energy objectives is explained in the Environmental Management System (EMS) Manual. In the case of aviation operations and fuel use management, LATAM group has a program for the reduction and efficient use of fuel, and in the case of energy consumed in ground handling, there is a specific environmental management program within the framework of the implemented Environmental Management System (EMS).

Actions to reduce energy consumption:

According to the energy baseline, the highest energy consumption comes from flight operations, and initiatives to reduce this consumption are led by the Fuel Management, in an integrated effort with all areas of LATAM group, including Operations, Fleet, Maintenance & Airports, and IT, among others.

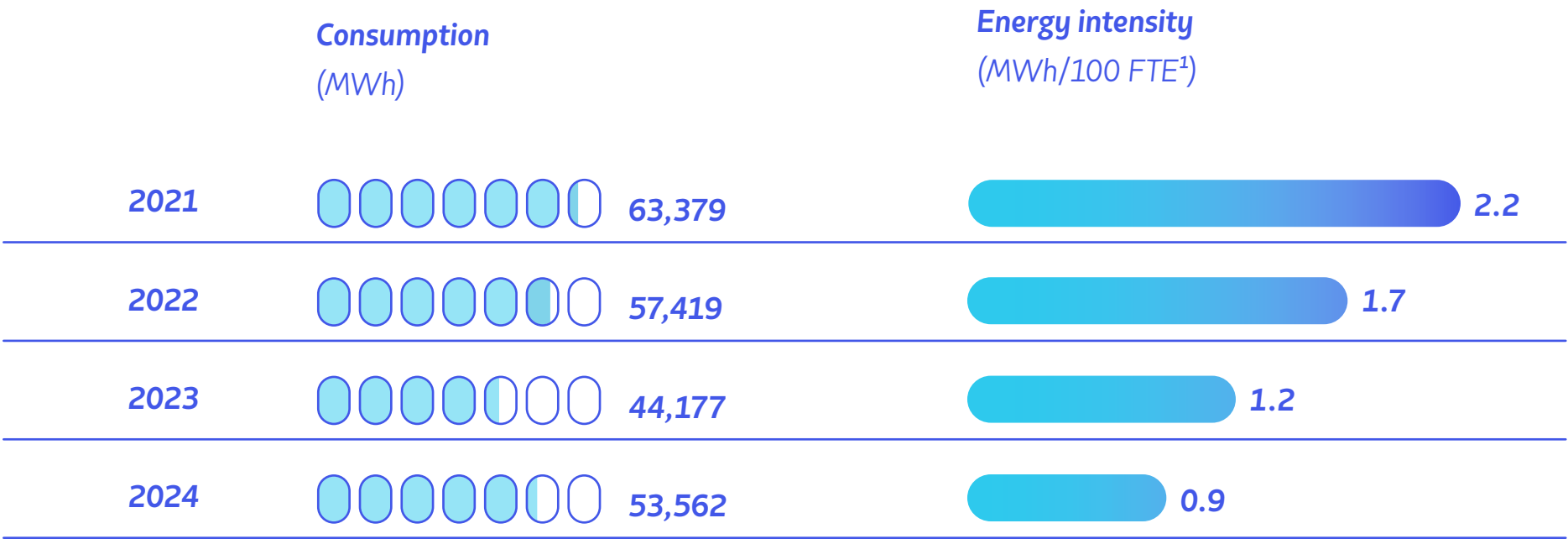
In addition, ground handling has implemented initiatives aimed at energy efficiency, such as promoting the use of natural light in new facilities, installing motion sensors, and using climate control in air conditioning systems, among others.

Energy efficiency training:

To continue strengthening the culture of energy performance improvement, during 2024, training on energy efficiency was conducted mainly for employees of the Chile and Ecuador affiliates.

Electricity consumption and energy intensity

GRI 302-1 AND 302-3



¹ Acronym for "full-time employee".



Internal energy consumption

GRI 302-1

CSA - ENERGY CONSUMPTION

	UNIT	2021	2022	2023	2024
NON-RENEWABLE ENERGY					
Jet Fuel	TJ	88,734.84	133,991.16	156,368.83	178,292.50
Gasoline	TJ	24.32	162.53	5.16	68.62
Diesel	TJ	118.5	67.49	111.2	117.05
Liquefied petroleum gas	TJ	5.41	8.75	366.17	7.22
Natural gas	TJ	0.11	0.02	N/A¹	N/A
Electricity²	TJ	50.47	21,772	136.25	95.09
Total non-renewable energy	TJ	88,933.70	134,251.72	156,987.61	178,580.48
RENEWABLE ENERGY					
Ethanol	TJ	0.56	0	0.08	0.01
Electricity²	TJ	177.87	184.99	22.79	97.73
Total renewable energy³	TJ	178.43	184.99	22.87	97.74
TOTAL	TJ	89,112.08	134,436.71	157,010.48	178,678.22

¹ In 2023, Natural Gas is not part of the energy sources used by LATAM group.

² The electricity consumed comes from various sources, and the share of each source varies annually, depending on the composition of each country's power grid.

³ In previous years, the proportion of renewable energy in each country's energy mix was considered to calculate LATAM group's renewable consumption, since energy is acquired through these grids. However, as of 2023, only energy that has certificates attesting to its renewable origin is reported as renewable energy.

⁴ Based on information on the composition of the energy mix of each country where LATAM group operates, with H2LAC as the source; this is a program created in 2020 by Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) together with the World Bank, ECLAC, and the European Union's Euroclima+ Program.

Fuel consumption

SASB TR-AL-110A.3

NCG 519: 9 SUSTAINABILITY-9.1 SASB METRICS

CSA - FUEL CONSUMPTION FOR PASSENGERS AND CARGO TRANSPORTATION

	UNIT	2021	2022	2023	2024
Fuel efficiency	Liters/100 RTK	31.7	30	29.8	29.2
Passenger operations	Liters/100 RTK	3.4	3.7	3.1	3.0
Cargo operations	Liters/100 RTK	20.1	22.1	23.1	23.1
Fuel Consumption	GJ	88,734,840	133,991,160	156,368,834	178,292,500
Percentage of alternative fuels	%	0	0	0	0
Percentage of sustainable fuel	%	0	0	0	0

RTK: Acronym for “revenue ton-kilometers”.

Electric energy consumption⁴

2024		
Renewable sources	27,147 MWh	50.68%
Non-renewable sources	26,413 MWh	49.32%

50.68%

Renewable sources

49.32%

Non renewable sources

LOCAL AIR POLLUTANTS AND NOISE

With regard to air pollution, LATAM group goes beyond compliance with the emission regulations in force in the countries of the region. Initiatives have been developed to reduce local pollutants, including the installation of filters in stationary sources within paint and sanding booths, among others.

During 2024, electromobility continued to be developed with the replacement of mobile support equipment at the maintenance operations in Miami, and a project was developed for the renewal of electric forklifts at the Cargo base in the same city, which is scheduled for implementation in 2025.

As for noise, environmental noise measurements are taken in accordance with the frequency and methodology established in the different regulations in force in the various countries. In addition, in August this year, a voluntary environmental noise measurement campaign was carried out in Sao Carlos, Brazil.

Waste
GRI 306-3

	UNIT	2021	2022	2023	2024
Total waste generated	t	2,571	2,799	5,047	7,867

Percentage of hazardous waste



Percentage of non-hazardous waste



Note: The waste reported on this page corresponds to solid waste for which LATAM group has disposal records as evidence for support or control of its handling. In this sense, the distribution presented does not reflect the total waste generation of LATAM group, mainly because, at several facilities, the waste sent to landfill is not weighed and/or the company or institution in charge does not provide supporting disposal records. At the same time, LATAM group is working to improve the traceability of the handling of all its waste so, in the future, these values could experience variations, especially as reliable records are collected from other posts or generations of waste managed by third parties.





Waste disposal in 2024

GRI 306-3, 306-4 AND 306-5

CSA - WASTE DISPOSAL

	UNIT	HAZARDOUS	NON-HAZARDOUS	TOTAL
Waste not intended for disposal	t	258	2,790	3,048
Preparation for reuse	t	123	307	429
Recycling ¹	t	134	1,995	2,129
Other recovery operations ¹	t	2	488	490
Waste intended for disposal ¹	t	2,435	2,384	4,819
Incineration (with energy recovery) ¹	t	228	184	412
Incineration (no energy recovery) ¹	t	140	10	150
Transfer to landfill ¹	t	1,989	2,190	4,179
Other disposal operations ¹	t	78	-	78
Total waste	t	2,693	5,174	7,867

¹Offsite.
Note: The waste data comes mainly from the information generated at the bases where LATAM group has own operations, as well as those places where it is possible to access this information. Waste management is part of the Environmental Management System (EMS), in which the points of generation are identified, waste is classified according to type and composition, properly stored and, finally, transferred to an external recipient for recycling or final disposal. The traceability of this process is essential, as it is directly related to regulatory compliance.

CLIMATE CHANGE MANAGEMENT

NCG 519: 9. SUSTAINABILITY- 9.1 SASB METRICS

GRI 3-3

SASB TR-AL-110A.2

The climate emergency is one of the greatest global challenges of our time and is expected to pose a crucial challenge for humanity in the years to come. In this context, the aviation industry faces the challenge of acting decisively, contributing to both mitigating and adapting to climate change.

Aware of this and of its responsibility to the communities it connects as well, LATAM group seeks to shift towards net zero emissions by 2050 in a sustainable manner for the environment, the communities it serves and the business. Indeed, LATAM group has focused on prioritizing those routes that are currently available while promoting those that are not yet available. Thus, since 2010, as part of its corporate fuel efficiency program, LATAM group has implemented significant operating improvements to reduce its emissions through more efficient fuel consumption, achieving a cumulative efficiency of 7% and avoiding the emission of more than 5.6 million tons of CO₂e.

Likewise, LATAM group is also reducing its emissions through the incorporation of new technologies, such as the latest generation of aircraft, which can reduce emissions by 20% to 25%, according to the manufacturer. In addition, by 2030, LATAM group expects to have 200 state-of-the-art aircraft, thus succeeding in having more than 50% of its fleet be this type of aircraft.

One of the main tools for shifting towards net-zero emissions is the use of sustainable aviation fuels (SAF). These are non-conventional aviation fuels created from different raw materials, such as used cooking oil, municipal waste, and vegetable oils, among others. In addition, they must meet strict sustainability criteria, ensure a reduction of emissions, not compete with food security, and not lead to deforestation, among other requirements.

Thus, together with Airbus, LATAM financed a study conducted by MIT which, in addition to seeking to generate information as input for public policies, indicates as one of its conclusions that government policies and mechanisms are needed to promote SAF in the region.

Therefore, LATAM group has developed a project designed to promote the incorporation of these fuels into the energy transition roadmaps of the countries where it operates. The aim is to encourage their production and contribute to the generation of enabling conditions that permit the incorporation of those measures that are not currently available.

On the other hand, after a thorough consultation with academics, experts, and non-profit organizations, among others, LATAM group also incorporated into its strategy, as a complementary measure, emissions offsets, favoring nature-based solutions, keeping in mind that South America is a unique region in terms of its ecosystems and biodiversity, home to some

of the most important ecosystems in the world, such as the Amazon, Patagonia, and the Cerrado, among others, but does not necessarily have enough resources to preserve them. Thus, LATAM group's aim is that, through joint public-private work, suitable public policies and international agreements for emissions management, incentives will be generated to preserve these ecosystems.

Considering the above, LATAM group has made significant progress on all fronts related to climate change management, developing a specific plan for each of them. However, given the current context, where the enabling conditions for CORSIA compliance have not yet been established and the production of SAF has not yet been consolidated in the region, there is a need to update the strategy. This will make it possible to adapt it to this dynamic and challenging environment, thus ensuring the achievement of concrete and sustainable results.



CONTEXT CHANGES

Adequate climate change management in an industry such as aviation, which is considered difficult to abate, according to the Intergovernmental Panel on Climate Change (IPCC), requires efforts across the whole value chain. In fact, they should include incremental improvements in efficiency and contribute to the generation of enabling conditions for the deployment of the necessary tools for the industry.

Along these lines, the roadmaps consider efficiencies, new technologies, SAF and, as a complementary measure, market-based initiatives for offsetting emissions that cannot be reduced. These are carried out through projects with the highest technical standards to guarantee their integrity and at the same time generate co-benefits for the communities that implement measures associated with carbon reduction and/or capture.

In this context, LATAM group presented the renewal of its Sustainability Strategy in 2021, following a series of roundtables with experts, academics, shareholders and other stakeholders. Moreover, based on the scientific information available at the time and in line with the industry’s commitments, LATAM group defined purposes that, in addition to prioritizing emissions reduction, incorporate ecosystem compensation and protection in South America as a complementary pathway.

Among the assumptions used to establish the roadmap was that, by mid-decade, the region would have an initial production of SAF. In turn, according to forecasts from the International Civil Aviation Organization (ICAO) in its Long-Term Ambitious Goal

(LTAG) scenario, the region would contribute around 5% of the world's SAF.

Thus, with the firm conviction of contributing to the generation of this market, LATAM group announced that it would seek to have 5% of SAF in its operations by 2030, favoring production generated in South America. However, to date, there are as yet no plants/refineries producing SAF in the region, so the first batch of SAF has not been produced and is not expected to be produced in the short term.

On the other hand, LATAM group relied on the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), approved and signed in 2016 by the 191 member states of ICAO. This scheme aimed to enable air carriers, through the use of SAF and CORSIA-eligible emissions units (CEUs, also known as carbon credits), to reduce or offset the additional emissions they generate on international routes, based on a baseline.

The baseline of the scheme was initially the industry's average emissions on international routes in 2019 and 2020. However, due to the impact caused by COVID-19, in June 2020, ICAO decided to use 2019 emissions as its new baseline. Later, in October 2022, the baseline was adjusted again, taking 85% of 2019 emissions.

However, to date, there are as yet no plants/ refineries producing SAF in the region, so the first batch of SAF has not been produced and is not expected to be produced in the short term.

For this scheme to be possible, two conditions must be met:

- That the projects they generate (CEUs) follow the methodology of an ICAO-approved record or program.
- That the host countries of such projects issue what is known as a Corresponding Adjustment (CA). These adjustments consist of a letter issued by the countries, in which they guarantee that these CEUs will not be taken into account in the national inventory. Therefore, they are not included in the compliance of the Nationally Determined Contribution (NDC) or national emission reduction objectives, so they can be used for compliance with international schemes such as CORSIA.

Currently, only one country (Guyana) has issued the corresponding adjustments, making available to the market approximately 4.6 million tons of CO2, an

insufficient figure, considering the forecast needs for the first stage of the scheme (2024-2026). In fact, according to IATA, these are between 107 and 161 million tons of CO2. In addition, to date, no other country has signed the corresponding adjustments required for the scheme.

On the other hand, within the eligibility criteria for issuing eligible emissions units (CEUs), ecosystem conservation projects that generate more than 7,000 carbon credits (i.e., projects that avoid and/or sequester more than 7,000 tons of CO2e) are excluded from the scheme, with the exception of those projects known as "jurisdictional", which are those spanning expanses at the level of one or more jurisdictions, and which typically involve active government participation. These projects are associated with methodologies for reducing greenhouse gas emissions from deforestation and forest degradation, conservation and enhancement of carbon stocks and sustainable forestry management.

Ecosystem conservation projects are a tool to curb the main cause of greenhouse gas emissions in some Latin American countries (between 40% and 50% for Brazil, Colombia and Peru). Therefore, its limitation within CORSIA makes it difficult for the aviation industry to contribute significantly to the conservation of key ecosystems in the region, such as the Amazon, Cerrado, and Atlantic Forest (Mata Atlântica), among others.

In a region like South America, where air connectivity plays a key role for society, allowing segments of the population to access fundamental rights such as health and education, LATAM group aims to shift towards net zero carbon emissions by 2050, in a way that is sustainable for the environment, the business and, above all, the communities it serves.

To achieve that balance, and aware of both the urgency of climate action and the advances in science and

knowledge on climate change management in the industry, it is important to highlight several factors. Firstly, the initial assumptions on which the pillar's commitments were established have not only failed to materialize, but have also increased in uncertainty, which has led to new challenges to the implementation of effective strategies. Second, the evolution of available technologies and the development of new metrics have enabled a deeper understanding of emissions and their impact. In addition, increasing regulatory pressure and stakeholder expectations require the adoption of more dynamic and adaptive approaches.

Given the above, LATAM group has decided to shift towards more specific commitments and metrics focused on reducing the intensity of carbon emissions, ensuring a more realistic and measurable approach aligned with the industry's current capabilities.

LATAM group aims to shift towards net zero carbon emissions by 2050, in a way that is sustainable for the environment, the business and, above all, the communities it serves.

Thus, and in view of the most recent advances in the global climate agenda and particularly in the airline industry, LATAM group is redefining its approach to climate change management, focusing on the reduction of Scope 1 emissions, which constitute around 99% of direct emissions. The aim is to reduce the amount of carbon dioxide emissions per passenger/ton transported, favoring reduction over offsetting. In this way, LATAM group aims to maintain its leadership position in the region and globally in terms of climate change management, sustaining and even increasing levels of investment

and ambition while demonstrating a greater level of maturity and understanding of the challenges associated with climate change management.

Lastly, LATAM group is committed to making public its updated climate change management commitments during 2025.





LATAM GROUP CLIMATE CHANGE MANAGEMENT

Operating Efficiency	Implementation of several initiatives to optimize fuel use, both in aviation and ground handling. These include route optimization, rationalizing the use of auxiliary engines and reducing flight weight, among other measures.
New Technologies	Progress in fleet renewal and incorporation of new technologies, such as AeroShark. In the medium term, the company plans to have approximately 200 state-of-the-art aircraft.
Sustainable Aviation Fuels (SAF)	Support studies that promote information-based public policies, stressing the need to unify approaches to decarbonization in the region. This includes government instruments to encourage the production, use and marketing of SAF, secure investments and align with international measures such as CORSIA. Equally, to integrate customers into the climate change management strategy through the use of SAF in its operations.
Offsetting Emissions	Participation in emissions offsetting programs as a complementary measure to the work plan focused on emissions reduction; this front prioritizes conservation projects in strategic ecosystems across Latin America. These initiatives rely on the collaboration of customers, non-government organizations (NGOs) and other key stakeholders.



The climate change management pillar of LATAM group's sustainability strategy contributes to the United Nations Sustainable Development Goals (SDGs), particularly SDG 13 (Climate Action), SDG 15 (Life on Land) and SDG 17 (Partnerships for the Goals).

JOINT EFFORT

In the aviation sector, effort coordination is fundamental, as technological solutions necessary for the transition to a low-carbon-emissions energy model are not yet available on a large scale or are in the pilot stages. In this context, LATAM group has worked to align itself with the main international standards and agreements to contribute effectively to this transformation.

CORSIA

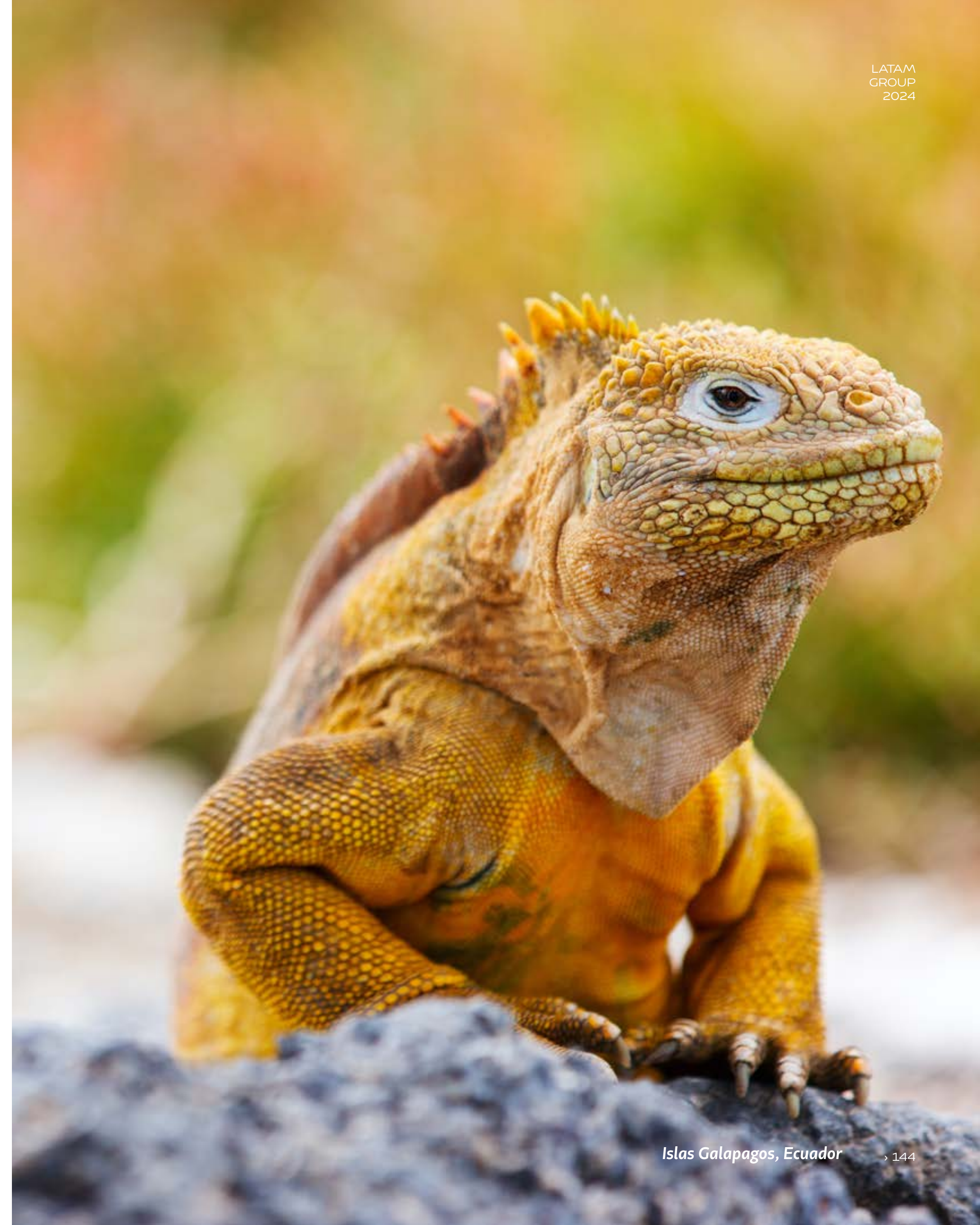
In 2016, the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), a global initiative whose purpose is to reduce the greenhouse gas emissions (GHG) of international civil aviation, was established. This agreement is being structured in three stages: pilot (2021-2023), first phase (2024-2026) and second phase (2027-2035). During the first two stages, and until 2026, countries' participation is voluntary. In this regard, 115 countries took part in the pilot phase, while 126 are participating in the first phase.

For the compliance period of the first phase (2024-2026), new programs have been incorporated that can issue eligible compensation units (ECUs), in addition to those previously approved, such as the American Carbon Registry (ARC) and Architecture for REDD+ Transactions (ART). In addition to these, there are four other programs: Gold Standard (GS); Verified Carbon Standard, or Verra (VCS); Global Carbon Council (GCC) and Climate Action Reserve (CAR).

Despite these additions, currently only one project is fully eligible under CORSIA. This is because projects must meet two key requirements: (1) be registered in a program and under a methodology approved by ICAO, and (2) have a Letter of Authorization (LOA). This letter, issued by the host country of the project, ensures that the compensation units generated will not be counted within the country's Nationally Determined Contributions (NDCs), thus ensuring that no double accounting occurs.

In this context, although CORSIA was an agreement signed by 191 countries, only one country currently has the appropriate processes in place for the issuance of LOAs and one eligible project under the scheme. This poses a significant challenge in ensuring the availability of the carbon credits needed to meet the scheme's objectives.

On the other hand, LATAM group participated in the different forums promoted by ICAO, such as the "LTAG Stocktaking Event on Aviation CO2 Emissions Reductions", to continue promoting and expressing the need for Letters of Authorization or corresponding adjustments—a necessary figure for the compensation units to be eligible under the agreement, and which must be issued by the host countries of the projects.



Conservation of ecosystems and preservation of biodiversity

GRI 3-3: MANAGEMENT OF MATERIAL TOPICS

Within LATAM's climate change management pillar, two key aspects are the conservation of strategic ecosystems and the preservation of biodiversity. In line with these objectives, LATAM group supports projects that contribute to these purposes, leveraging the carbon sequestration potential of these initiatives and advancing on offsetting emissions as a complementary measure.

During 2024, in line with the development of LATAM group's sustainability strategy, the Biodiversity and No-Deforestation Commitment has been signed, with the purpose of contributing positively to preservation in the areas of influence, seeking a net positive impact (NPI) on biodiversity. This includes minimizing the negative impacts of operations and promoting responsible practices within the organization. In addition, efforts have been made to prevent the acquisition of products or raw materials from illegally deforested areas.

Co2bio initiative

In 2024, LATAM group continued with the CO2Bio alliance, an initiative of the Cataruben Foundation of Colombia and 338 families in the Orinoco Region of that country. This alliance focuses on the conservation and restoration of flooded savannas and forests—areas recognized for their high capacity to sequester carbon dioxide, their biodiversity, and the benefits they bring to local communities.

During 2024, the company worked on structuring the initiative's governance system, strengthening its corporate governance to streamline the decision-making process. In addition, compliance processes were consolidated and communication mechanisms were improved through two-way channels.

The CO2Bio project, located in the Orinoco Region of Colombia and supported by the Natural Wealth Program of the United States Agency for International Development (USAID), has had the following achievements in 2024:

- To conserve 278,903 hectares of areas of great environmental importance, equivalent to about twice the size of cities such as Bogota or São Paulo.
- To benefit 338 families in the area.
- To contribute to the protection of roughly 2,000 species, some of them considered endangered, threatened or vulnerable.

With these efforts, LATAM group reiterates its commitment to the sustainability and environmental protection of the region.

Emissions offsetting (1 + 1 scheme)

Aiming to contribute to the protection of the environment and ecosystems in a collaborative manner, and to engage its customers in these initiatives, LATAM group offers its corporate customers, both in its cargo and passenger operations, the opportunity to participate in the offsetting of emissions generated on their flights.

In this context, LATAM group developed its 1+1 offsetting program, which allowed customers to choose from a portfolio of projects with high environmental value, previously verified and validated by LATAM group, to offset the emissions generated by their air travel. Along these lines, for each ton of emissions that the customer decides to offset, LATAM group matches the amount offset, multiplying the positive impact of the measure.

The projects driven by LATAM group promote both environmental sustainability and the social and economic development of local communities.

First sustainable financing

In 2024, LATAM group signed its first Sustainability-Linked Loan for US\$300 million, becoming the first airline group in South America to adopt this innovative type of financing. This agreement—the first of its kind for LATAM group—consists of a revolving credit line signed with Crédit Agricole Corporate & Investment Bank and BNP Paribas. It is linked to sustainability objectives that allow access to prime rates based on the carbon intensity reduction performance of its operations, measured in tons of CO2 emitted per revenue tons-kilometer (RTK).

This key milestone strengthens LATAM group's sustainability strategy and bolsters its commitment to achieve net zero emissions by 2050.



EMISSIONS REDUCTION: LATAM FUEL EFFICIENCY

NCG 519: 3.1.II GOVERNANCE FRAMEWORK
GRI 3-3

LATAM Fuel Efficiency is LATAM group's corporate program designed to optimize operational efficiency and reduce fuel consumption to generate savings and minimize greenhouse gas emissions.

The impact of LATAM Fuel Efficiency has consolidated LATAM group as one of the most efficient airlines in terms of emissions intensity, measured in tons of CO2 per revenue ton-kilometer (RTK). In fact, according to data from the International Air Transport Association (IATA) and public data, LATAM group is approximately 12% below the industry average, reaffirming its leadership in climate change management.

This commitment is bolstered by various initiatives:



- Improving load factor through projects to eliminate unnecessary weight during flights; for example, the in-flight water program, which consists of optimizing the load of potable water on the aircraft.



- In 2024, LATAM group began renewing the paint on its A320 and A321 fleet, incorporating low resistance paints, and began installing AeroShark technology on 5 aircraft in its B777 fleet, with the aim of reducing friction and cutting fuel consumption by 1%.



- Implementation of an in-flight entertainment system with Wi-Fi that allowed the removal of overhead screens from the A320 fleet, reducing weight and improving the passenger experience.



- Connecting aircraft to clean energy sources and using ground power units (GPU) to reduce auxiliary engine (APU) consumption.



- Replacement of auxiliary power units (APU) and upgrades to optimal configuration, to minimize fuel consumption while they are in use and cannot be connected to external units. In addition, the engines are washed to maintain their operation with greater efficiency.



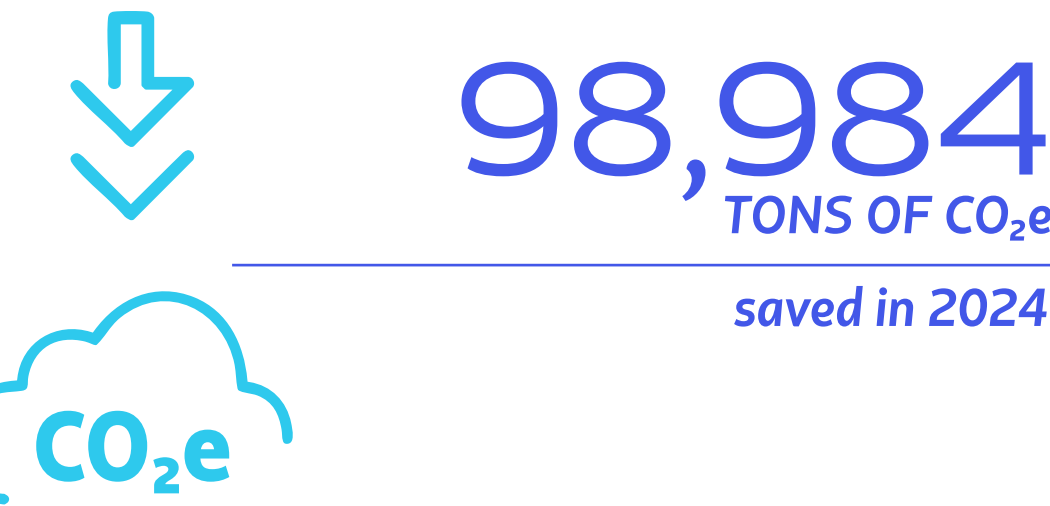
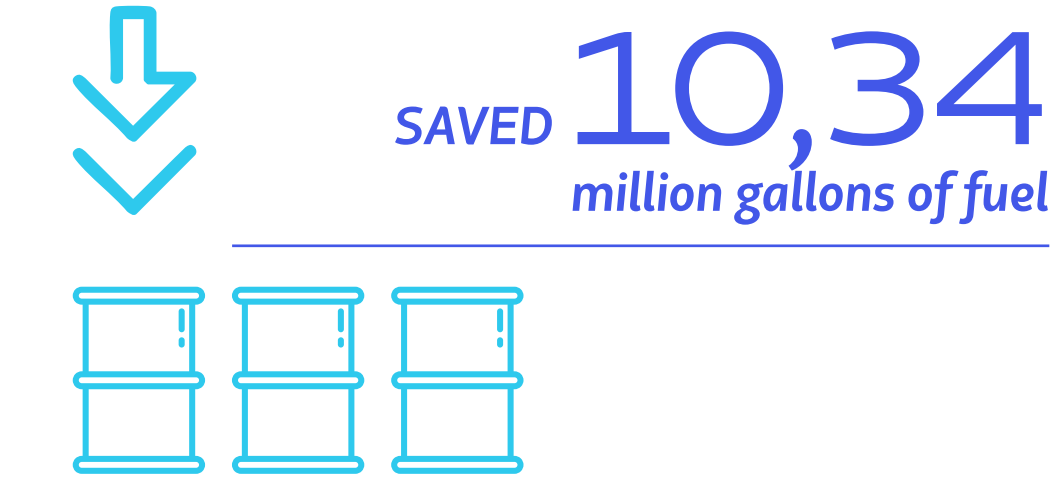
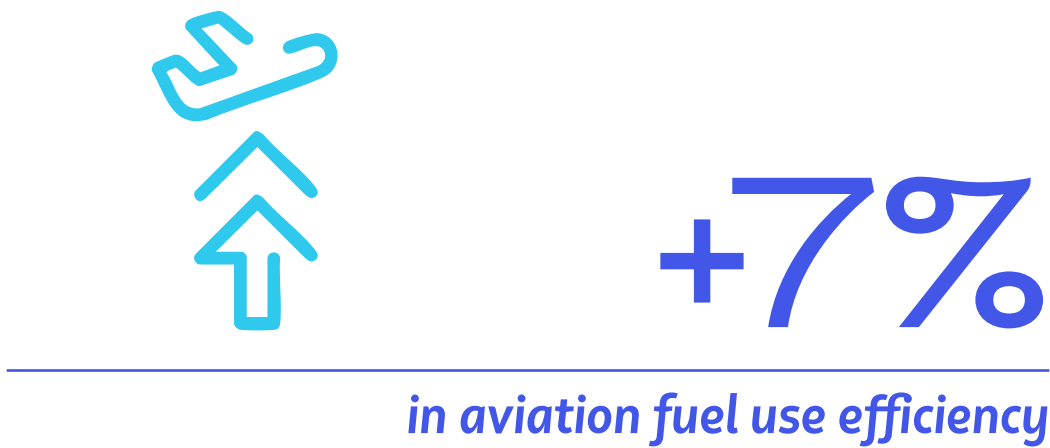
- Implementation of advanced analytics models to reduce flight distance and time, optimizing routes both in flight planning and operation, and therefore, fuel consumption.



- Standardization of the reserve fuel policy throughout LATAM group.

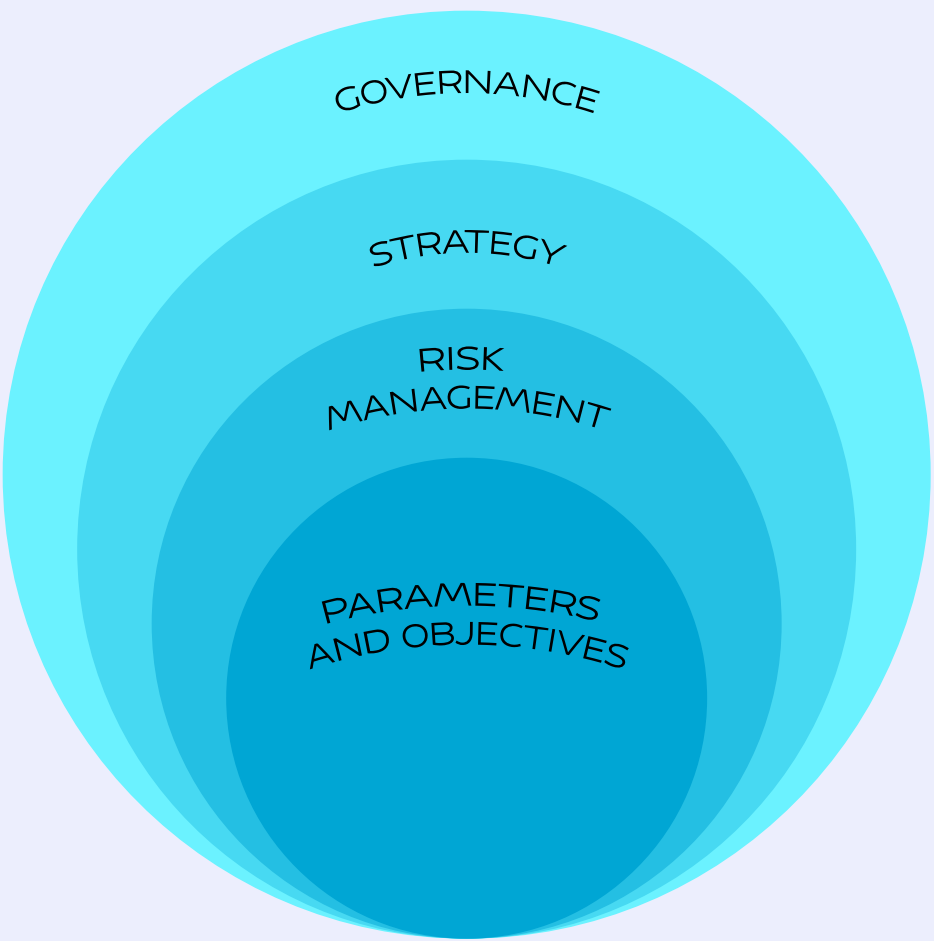
Thanks to these initiatives and a focus on continuous improvement, LATAM group has not only achieved greater operational efficiency, but also reaffirms its commitment to innovation and sustainability in the airline industry.

Achievements from 2010 to 2024



¹ Source: IATA Net Zero Progress Report 2022

TCFD



Since 2022, LATAM group began the process of incorporating the recommendations of the Task Force on Climate-related Financial Disclosures (TCFD). The initiative seeks to consolidate best practices in climate risk management and to help standardize climate disclosures for all companies.

More information
LATAM Airlines Group 2024 TCFD Report

SUSTAINABLE AVIATION FUELS (SAF)

NCG 519: 3.1.II GOVERNANCE FRAMEWORK AND 3.6.IV RISK MANAGEMENT

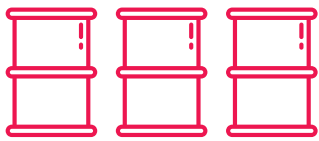
According to the International Air Transport Association (IATA), SAF can reduce emissions by up to 80% compared to traditional fuels, poised to be a key solution to make aviation operations more sustainable. However, their adoption faces significant challenges. These include high costs—which are 2 to 5 times higher than conventional jet fuel—and limited supply, representing significant barriers. In fact, according to IATA data from 2024, the production of SAF barely represents 0.3% of global jet fuel consumption. Moreover, there is no local production in Latin America, despite the potential of countries such as Brazil and Colombia, with experience in biofuels, and Chile, with promising prospects in the production of green hydrogen.

Public-private collaboration in the region

To help overcome these obstacles, LATAM group is actively collaborating with various players in the public and private sectors in the region, promoting the development of the SAF market and fostering public policies adapted to local realities. Examples of these efforts include participation in initiatives such as the SAF Technical Roundtable in Colombia and the public-private roundtable on Sustainable Aviation Fuels in Chile, within the framework of the Vuelo Limpio (Clean Flight) program, whose purpose is to reduce emissions through collaboration and sectoral innovation.

Developments in 2024:

6 AGREEMENTS
for the use of SAF



Purchase of more than 900,000
gallons of SAF for LATAM
group's operations

*Reduction of
6.000
tons of CO₂e



The fleet renewal included 13
Ferry Flights (flights to transfer aircraft between
bases and maintenance centers) in collaboration
with Airbus, using SAF.



Joint study with MIT and Airbus

Faced with the shortcomings in the development and production of SAF, LATAM group has proposed to contribute from its role with different players in the generation of enabling conditions. One of the key elements for this is to have technical science-based assessments for decision making. To move toward this objective, in collaboration with Airbus, it funded an independent study in 2023, developed by the Massachusetts Institute of Technology (MIT) Joint Program on Sustainability Science and Strategy.

The report, entitled "Sustainable Decarbonization of Aviation in Latin America" and published in December 2024, stresses the importance of having various forms of government support to enable the transition to effective decarbonization. Indeed, one of the main findings indicates that the use of SAF could reduce current aviation emissions in Latin America by up to 60% by 2050, in an "Accelerated Actions" scenario, where the world moves towards stabilization of global warming at 1.5°C.

The study also estimates that achieving 65% use of SAF by 2050 will require accrued investments of US\$204 billion between 2025 and 2050 in six key countries: Brazil, Chile, Colombia, Ecuador, Mexico and Peru. It also stresses the need to unify

regional strategies, such as Sustainable Aviation Fuel (SAF) and carbon trading agreements, to minimize the impact of additional costs on demand. This collaborative approach is crucial, as some countries have competitive advantages to produce SAF at a lower cost, which would allow them to export, while others could benefit as importers.



CARBON FOOTPRINT

NCG 519: 9. SUSTAINABILITY- 9.1 SASB METRICS
SASB: TR-AL-110A.1.
GRI 305
CSA - GHG EMISSIONS

LATAM group monitors its impacts on climate change and the results of reduction initiatives through the greenhouse gas inventory, which is conducted annually based on ISO 14.064 and the GHG Protocol.

Along this line, in 2024, emissions totaled 16,556,047 tons of CO₂e—up 13.21% from 2023—which, compared to the consolidated capacity growth of 15.1%, shows an increase in efficiency. LATAM group's GHG emissions in 2024 are mainly concentrated in direct emissions (Scope 1), which represent 79% of the total footprint, 99% of which comes from jet fuel consumption. This is followed by indirect emissions (Scope 3), which constitute 21% of the total footprint, with 79% associated with jet fuel consumption. On the other hand, indirect emissions from electricity consumption (Scope 2) represent less than 1% of the total footprint.

In terms of emissions intensity, the total operation recorded a reduction of 3.02% while, specifically in air operations, the decrease was 2.48%, both figures compared to 2023. This reduction responds to the significant improvements that LATAM group implemented in its operational efficiency, including the use of advanced analytics for flight route optimization and the use of advanced technologies such as AeroShark, which improve the aerodynamics of its aircraft. This is in addition to the fleet renewal plan, in which 14 last-generation aircraft were

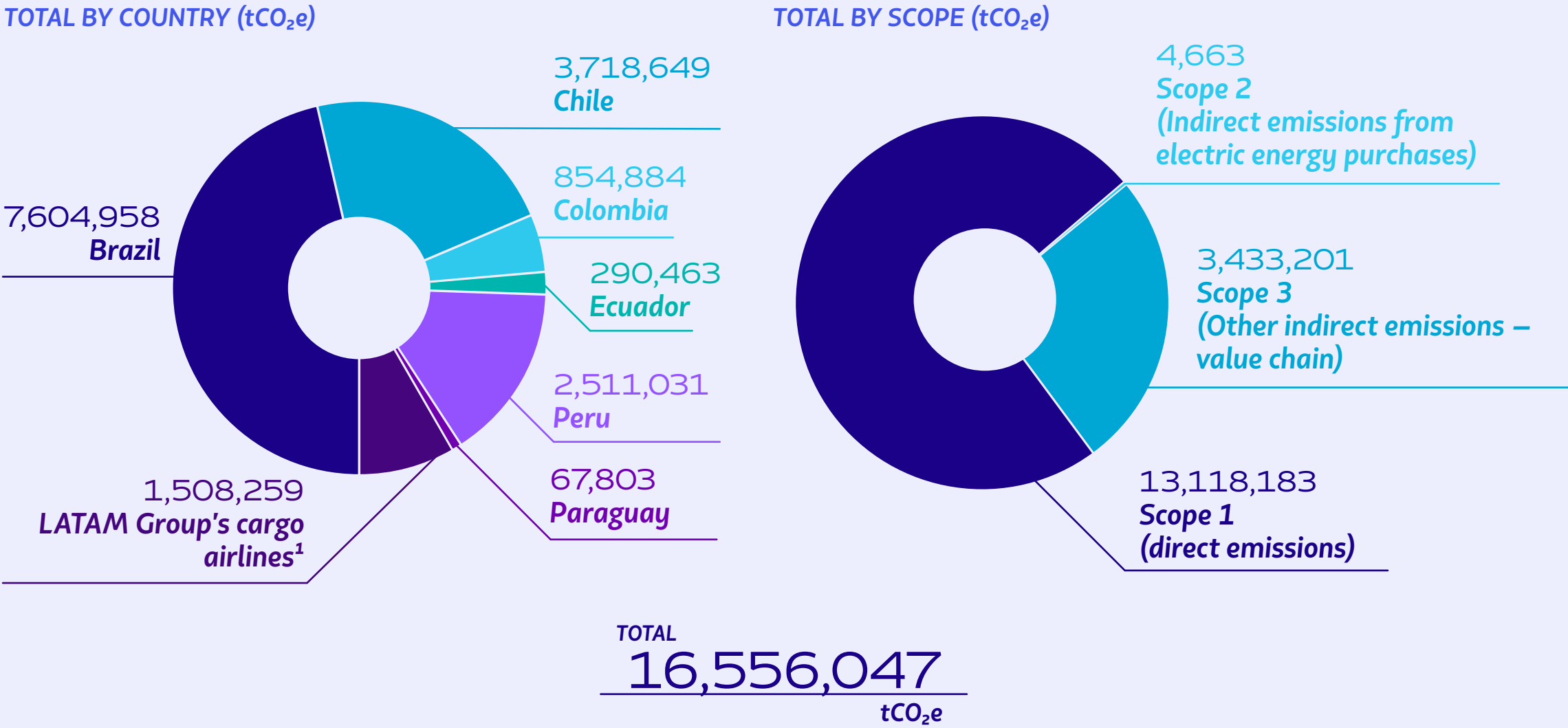
incorporated, which consume between 20 and 25% less fuel, according to the manufacturer's data. These efforts are reflected in the reduction of emissions intensity per passenger and cargo, demonstrating LATAM group's focus on reducing emissions.

In 2024, LATAM group achieved a reduction of 98,984 tons of CO₂e thanks to the LATAM Fuel Efficiency program and offset 398,043 tons of CO₂e through carbon credits from conservation projects.

Specifically, the offset was carried out through the project located in the Orinoco Region in Colombia, registered in the BioCarbon Registry, which uses the BCR0002 methodology for quantifying greenhouse gas emission reductions in REDD+ projects².

¹ Project ID: PCR-CO-635-141-001.
² In the 2023 annual report, 674,513 tons of CO₂e offset were declared; however, the correct figure is 442,178 tons of CO₂e. The difference is due to an erroneous recording of offsets associated with the carbon tax in Colombia, which were recorded in the wrong year.

Carbon footprint in 2024



Challenges for 2025

- Continue to strengthen fuel efficiency programs to maintain and improve the achievements to date.
- Make progress in the coordination of preservation and restoration projects in strategic areas of Latin America.
- Strengthen the agenda for the development and use of Sustainable Aviation Fuels in Latin America.

Activity comparison 2022-2024

CSA - GHG EMISSIONS

	SCOPE 1 (tCO ₂ e)	SCOPE 2 (tCO ₂ e)	SCOPE 3 (tCO ₂ e)
2022	9,780,288	7,150	3,198,317
2023	11,524,420	5,217	3,094,768
2024	13,118,183	4,663	3,433,201

Other emission indicators

GRI 305-4

	UNIDAD	2022	2023	2024
Intensity Scope 1	kg CO ₂ e/100 RTK	76.67	76.16	74.27
Intensity Total footprint	kg CO ₂ e/100 RTK	101.8	96.65	93.73
Intensity of net emissions in the total operation	kg CO ₂ e/100 RTK	97.02	92.19	91.48

More information

- Greenhouse gases: Inventory, emission factors and scope of information (Annexes – Commitment to sustainability, p. 268 y 269).
- Significant atmospheric emissions (Annexes – Commitment to sustainability, p. 269).

Breakdown of scope 3 indirect emissions

GRI 305-3

CSA - GHG EMISSIONS (SCOPE 3)

	UNIT	2023	2024
Goods and services purchased	tCO ₂ e	380.599	482,084
Capital goods	tCO ₂ e	251.032	132,625
Activities related to fuel and energy (not included in Scopes 1 or 2)	tCO ₂ e	2.390.446	2,724,356
Upstream transport and distribution	tCO ₂ e	56.606	57,169
Waste generated in operations	tCO ₂ e	1.373	3,400
Business travel	tCO ₂ e	1.055	1,780
Employee commutes	tCO ₂ e	13.656	31,787
Upstream leased assets	tCO ₂ e	N/A	
Downstream transportation and distribution	tCO ₂ e	N/A ¹	N/A
Processing of products sold	tCO ₂ e	N/A	N/A
Use of products sold	tCO ₂ e	N/A	N/A
End-of-life treatment of products sold	tCO ₂ e	N/A	N/A
Downstream leased assets	tCO ₂ e	N/A	N/A
Franchises	tCO ₂ e	N/A	N/A
Investments	tCO ₂ e	N/A	N/A
Others upstream	tCO ₂ e	N/A	N/A
Others downstream	tCO ₂ e	N/A	N/A

¹ Data corrected in relation to the 2022 Annual Report. In 2023 and 2024, no activity is identified in this category.



CIRCULAR ECONOMY

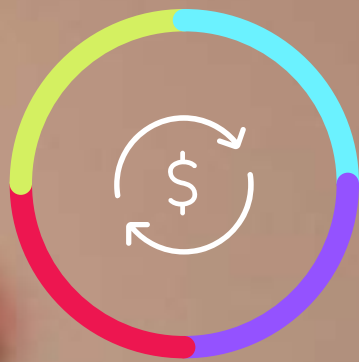
GRI 3-3, 306-1AND 306-2

Since the announcement of its sustainability strategy in 2021, LATAM group has made progress on several initiatives to ensure that its processes are aligned with the principles of circular economy and that the waste generated is managed responsibly. Within this framework, LATAM group has set two challenging goals: to eliminate single-use plastics in its operations, and to become a zero-waste-to-landfill group.

In the last few years, the organization has made significant progress in reducing single-use plastics and transitioning to reusable, recyclable and/or renewable and/or biodegradable alternatives. This approach has integrated various departments across the board to coordinate efforts to modify key processes, from the design of the travel experience to daily operations, with a common purpose: to move towards circular economy.

A "Zero Waste Roadmap" was established, which includes specific actions based on the type of management and operation—internal or outsourced—and considers expanding the coverage of the Waste Management System by incorporating new facilities and contractual clauses with key suppliers. In addition, the strategy reinforces measurement, monitoring and traceability processes, adapts procedures and encourages the diversion of waste¹ from landfills, prioritizing reduction, reutilization and recycling as fundamental pillars.

¹ Non-hazardous solid waste



ADJUSTMENT OF OBJECTIVES

In 2024, LATAM group thoroughly revised its objective of seeking to be zero-waste-to-landfill by 2027, which led to a more precise objective of diverting 75% of non-hazardous solid waste from landfills in its own operations. This definition responds to operational challenges associated with limited access and insufficient waste management systems in the airports and geographic areas where it operates. In addition, due to its composition, a significant part of the waste does not have viable technical alternatives for recovery outside of sanitary landfills.

In view of the above and maintaining the focus on this matter, LATAM group continues to strengthen its waste management system, actively collaborating with authorities and concessionaires to promote the development of appropriate conditions for waste recovery. In addition, it remains committed to initiatives such as "Segundo Vuelo" (Second Flight) and "Recicla tu Viaje" (Recycle Your Trip), which are part of its comprehensive strategy in this arena.

Definition of zero waste to landfill¹

According to the United Nations Development Program, the "zero waste" concept seeks to reduce pollution, preserve resources and minimize the amount of waste. It does not imply the total elimination of waste, but rather a long-term commitment to minimize waste generation. Indeed, not generating any waste, strictly speaking, is incredibly difficult, if not downright impossible in today's society , so the focus is on making conscious decisions to reduce waste from the stage of design through reuse, repair and recycling. In this regard, LATAM group's objective is to continuously reduce waste generation, with the aim of progressively moving towards a zero-waste model.



¹ See more information at:
<https://www.undp.org/es/historias/objetivo-cero-desechos-3-aspectos-que-debes-desmitificar>



LATAM group's Circular Economy pillar contributes actively to the fulfillment of four of the United Nations' (UN) Sustainable Development Goals (SDGs): SDG 8 (Decent Work and Economic Growth), SDG 9 (Industry, Innovation and Infrastructure), SDG 12 (Responsible Consumption and Production) and SDG 17 (Partnerships for the goals).

WASTE DIVERSION ROADMAP

LATAM group's roadmap for waste diversion from landfills considers differentiated measures based on the type of handling and operation, whether in-house or outsourced.

Among the strategies to be followed, LATAM group will continue to strengthen and incorporate new facilities into its Waste Management System, advancing in the inclusion of supplier contract clauses for waste management and recovery and in the creation of strategic alliances with key suppliers.

This approach will be complemented by actions aimed to generate awareness, reduce the use of materials, encourage reusable and/or recyclable materials, and redesign processes and services, among other initiatives.

In order to achieve the target of waste diversion¹ from landfill by 2027, LATAM group will focus on the following opportunities:

- Expand the coverage and strengthen the processes within the waste management system in LATAM group's own operations.
- Increase diversion of waste from landfill through programs based on the 3 Rs: Reduce, Reuse and Recycle, in passenger and cargo operations.
- Encourage a cultural shift within LATAM group to promote the active collaboration of each employee.
- Reinforce and expand the Recycle Your Trip and Second Flight programs (both explained below).
- Continue to strengthen alliances with catering suppliers to optimize in-flight service waste management.

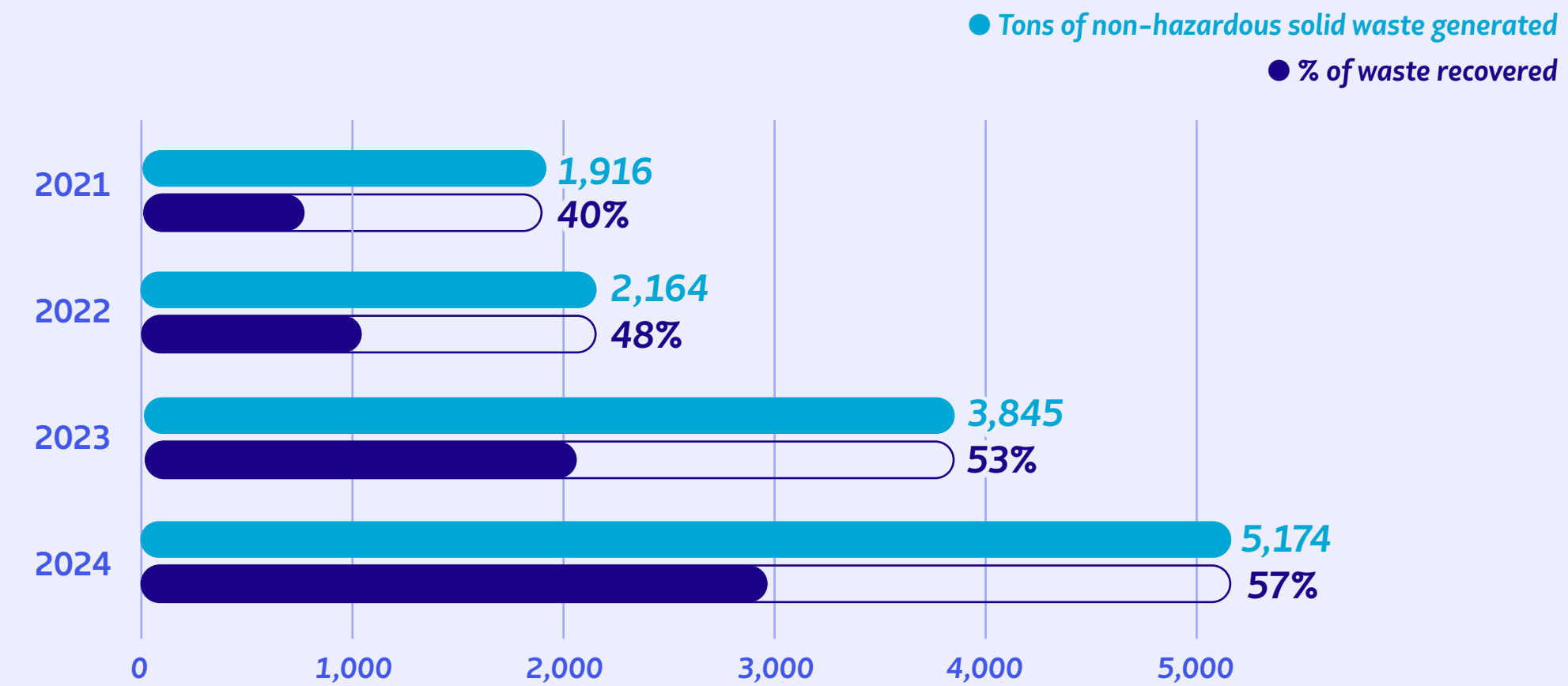
GRI 2-4

¹ Non-hazardous solid waste.

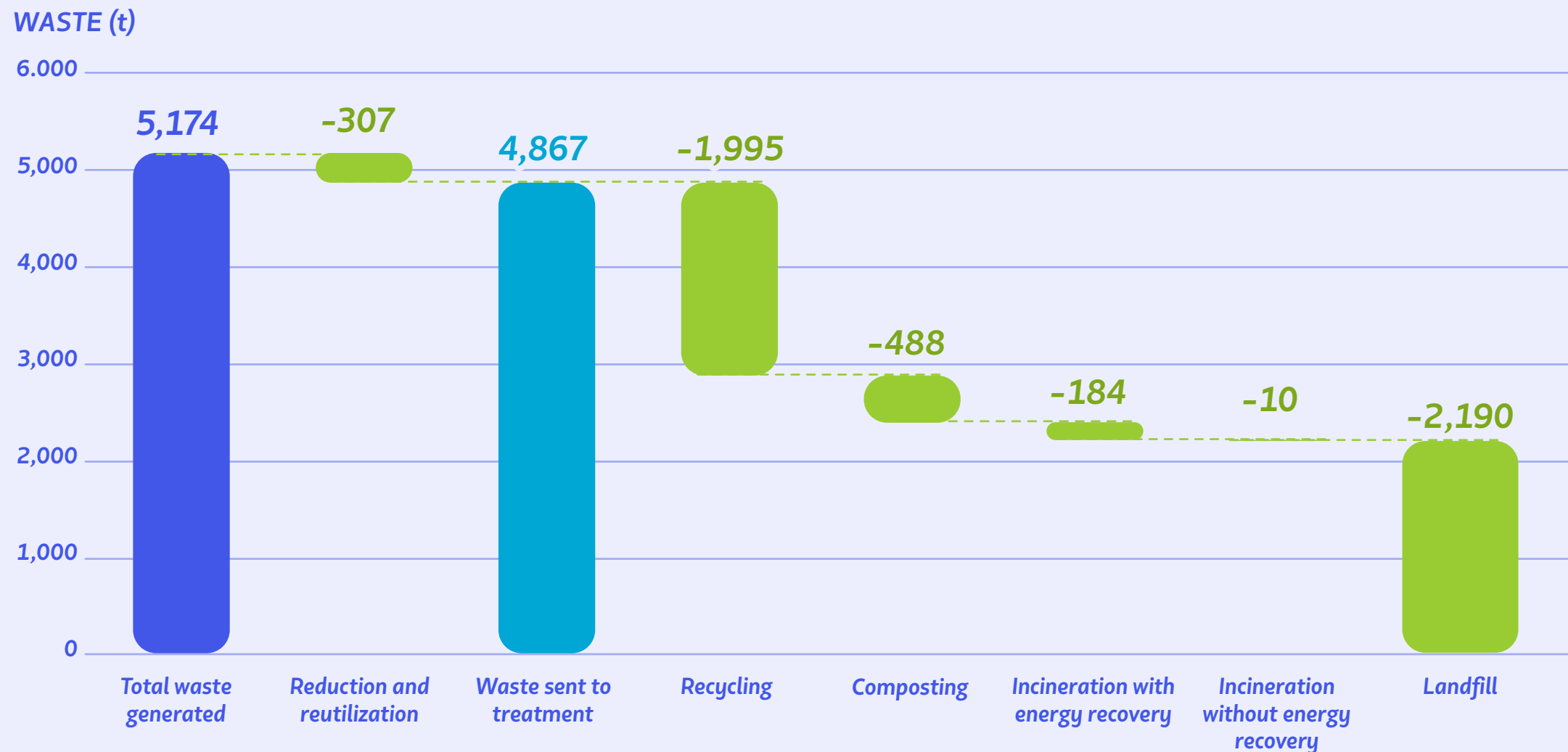
² The scope of Circular Economy includes non-hazardous solid waste that can be sent to landfills according to current regulations in each country and for which LATAM Group has disposal or weighing records as support. In this sense, the distribution presented does not reflect the total generation of this waste, mainly because, at several facilities of the operations, the waste sent to landfill is not weighed and/or the company or institution in charge does not provide supporting disposal records. In addition, LATAM group is working on improving the process for controlling its waste generation. The fee for waste diversion includes the following treatments: reduction and reuse, recycling, composting and incineration with energy recovery.

³ The breakdown of waste management can be found in the Environmental Management section. In addition, the figures reported here represent 41% of LATAM group's waste, estimated according to the SGS baseline.

Evolution of non-hazardous solid waste²

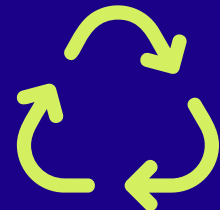


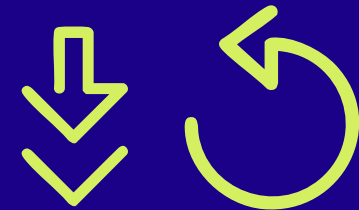
Non-hazardous waste disposal (tons)³



Results of Circular Economy 2024

5,174
TONS OF WASTE GENERATED


2,667
TONS OF WASTE
RECOVERED
51% of the waste generated.


307
TONS OF WASTE
REDUCED AND REUSED
6% of the waste generated.

2,974
TONS OF WASTE
DIVERTED
57% of the waste generated.

CIRCULAR ECONOMY PROGRAMS AND INITIATIVES

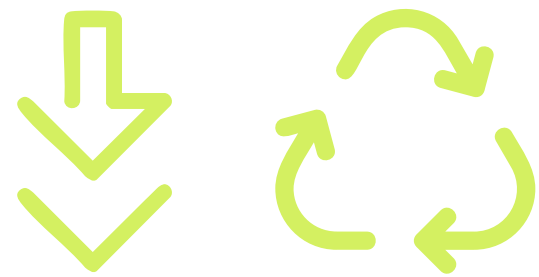
GRI 306-2

Waste Management System at our operating bases

With expert advice, LATAM group has implemented improvements to its Waste Management System (WMS) in its main operations. These improvements include the incorporation of infrastructure for waste management and segregation, the implementation of recovery and recycling processes for various materials, training and the creation of monitoring systems to evaluate key indicators.

In addition, the WMS continues to promote a cultural change and engagement within LATAM group. Guidelines and training have been developed for employees, promoting awareness and adherence to the new processes linked to the circular economy, actively driven by the company's senior management.





WASTE REDUCTION AND RECYCLING AT LATAM CARGO

LATAM Cargo has implemented several initiatives to reduce and recycle waste such as plastic and wood:

- **Recycled plastic pallets:** In Santiago (Chile), conventional wood and plastic pallets were replaced with high-density recycled plastic pallets, avoiding the disposal of approximately 30 tons of waste per year.
- **Air cargo blankets:** In Chile and Brazil, stretch film has been replaced by polypropylene or reusable plastic blankets to protect cargo during its various transfers between warehouses and to the foot of the aircraft. In addition to reducing 56 tons of plastic per year, it also saves assembly and depalletizing time.
- **Plastic optimization:** In Lima (Peru), stretch film was replaced by reusable air cargo netting, while in Miami (United States), traditional stretch film was replaced by a recyclable plastic layer that reduces the number of plastic layers from three to one (except in case of rain).

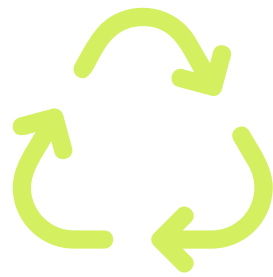


FÉNIX PROJECT: RECOVERING DISUSED AIRCRAFT PARTS

LATAM group launched the "Fénix" project in 2023, whose purpose is to recover aircraft parts to be used as internal spare parts, sold or reused by LATAM group or third parties. At the end of 2024, the project achieved the recovery and sale of 1,467 aircraft parts for operational inventory. This initiative reduced aircraft on ground (AOG) recovery time and diverted more than 46 tons of landfill waste.

Outstanding initiatives:

- **Reception and meeting room areas (Miami, United States):** Aircraft components recovered from passenger to freighter conversion, used as new furniture.
- **Reconditioning of seat belts:** In partnership with suppliers, used belts are collected, repaired and reincorporated. In 2024, this practice was expanded from Chile to Ecuador.
- **Repair and recertification of life jackets:** In Chile and Brazil, life jackets are inspected, reconditioned and recertified, extending their useful life.



RECYCLE YOUR TRIP: IN-FLIGHT WASTE RECYCLING

LATAM Group has been implementing the "Recycle Your Trip" program since 2019, with the aim to recycle catering waste generated on domestic flights. In Brazil, Chile and Peru, segregation of PET bottles is carried out by the in-flight crew while, in Colombia and Ecuador, segregation of aluminum, PET and Tetra Pak containers is carried out on the ground by the airports of Bogota and Quito, respectively.

In 2024, the segregation and recycling of Tetra Pak containers was incorporated into the program in Chile and Brazil. This allowed more than 280 tons of plastic bottles and Tetra Pak containers to be recycled.

280
TONS OF WASTE
recycled in 2024

270
TONS OF PLASTIC
RECYCLED.

123
TONS OF PLASTIC
were reduced in 2024, 32%
more compared to 2023.



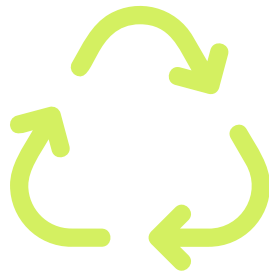


SECOND FLIGHT: UNIFORM UPCYCLING

Since 2018, the “Second Flight” program allows LATAM group to give a second life to its employees’ disused uniforms, transforming them into new products. This initiative not only reduces the impact on the environment by converting textile waste into new items, but also contributes to the construction of a more sustainable community through strategic partnerships, employment generation, and the promotion of responsible consumption.

- 22 tons of disused uniforms delivered
- 11 organizations from Brazil, Chile, Peru, Colombia, Ecuador and Paraguay.
- 36,500 new products created.

In 2024, the Second Flight program earned LATAM Airlines Peru an award at the XVth Edition of the Corresponsables Awards in Spain, in the Large Company category.



MORE SUSTAINABLE LOUNGES

In 2024, at the Lounge in Santiago (Chile), LATAM, together with its strategic suppliers Newrest and Nuevo Pudahuel, implemented waste segregation and recovery processes for paper, cardboard, PET bottles, aluminum, glass, Tetra Pak containers and organic waste, both in the lounge areas and in the kitchens.

Based on the achievements obtained, a best practices guide was developed to replicate these processes in other LATAM group lounges.

These actions seek to obtain the TRUE (Total Resource Use and Efficiency) certification from the U.S. Green Building Council, which requires diverting at least 90% of waste from landfills. In 2024, the pre-certification process for the Santiago Lounge began.

During 2024, 430 tons of waste were recorded, 250 tons of which were recovered. Of this amount, 132 tons corresponded to organic waste, which was sent to a composting plant, and 118 tons were destined for recycling.

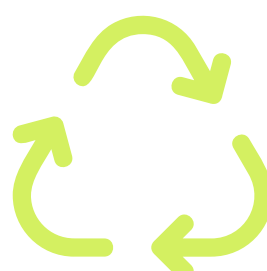


DONATIONS

In 2024, LATAM group donated a variety of items to support different causes and communities. In total, more than 30,000 elements were distributed in Brazil, Chile, Peru, Ecuador and Colombia, benefiting both organizations and employees affected by contingencies.

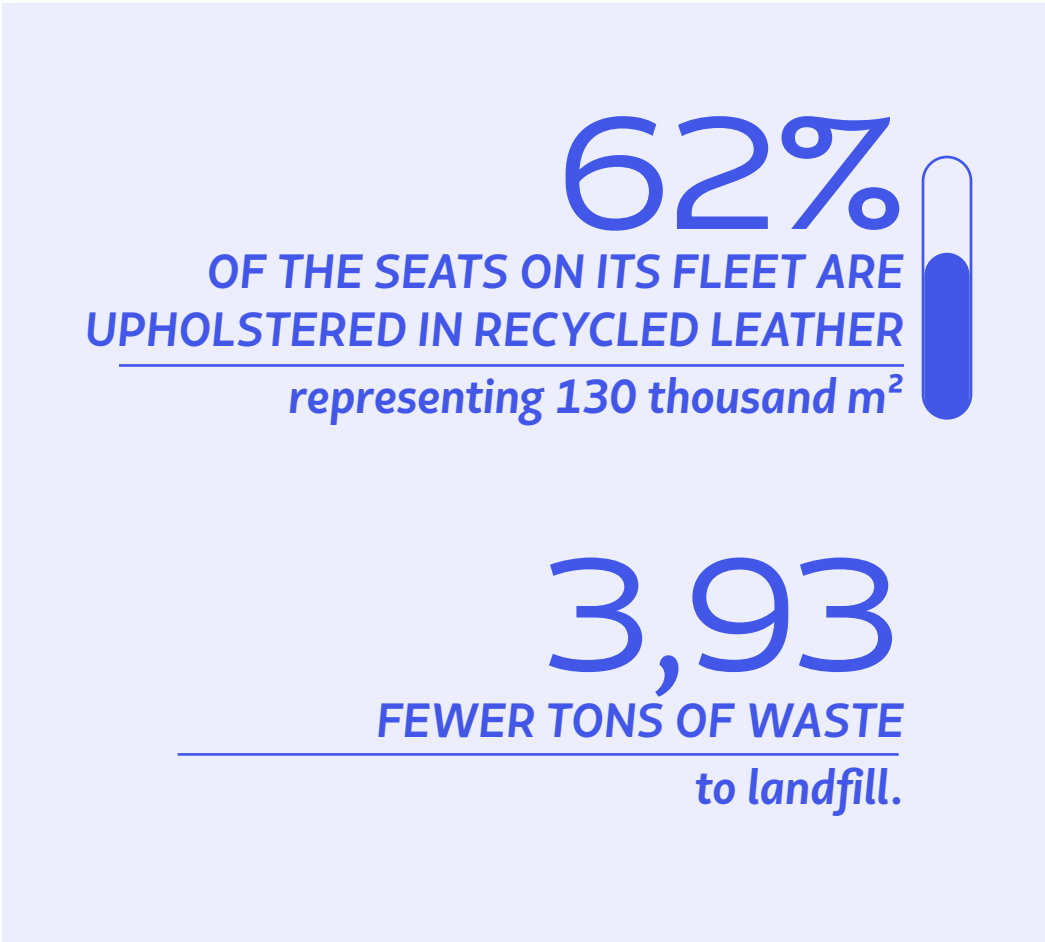
Among the items donated were 4,200 blankets, 800 caps and hats, and 72 jackets, 490 neck pillows, 470 coats and jackets, and 320 toys.

It is worth mentioning that, in September 2024, 6.7 tons of recovered materials were destined only to the employees affected by the severe floods in Rio Grande do Sul (Brazil).



OTHER INITIATIVES

- **Sustainable seat covers:** Since 2018, recycled leather made from offcuts that were to be discarded has been used. 130,000 m² were used, covering 62% of the fleet and avoiding 21 tons of waste.
- **New canteen in Bogota (Bogota, Colombia):** materials from maintenance and loading were incorporated into the furniture of the new canteen.



Reduce



Reuse



Recycle

REDUCTION OF FOOD WASTE

Reduction of food waste

LATAM group has developed a comprehensive strategy to address food loss and waste, with actions and objectives defined according to the source of generation.

In-flight catering

The In-Flight Service area is leading a strategy to reduce catering (fresh food) waste through various initiatives:

- i. Reinsertion of non-perishable materials and sealed foods into the operation.
- ii. Zero Waste Project (perishable food): reduction of over-stocking of fresh food in the Economy cabin, using artificial intelligence that analyzes data to improve the accuracy of the amount of food needed.

Results of this implementation in 2024:



iii. Preselect: Pilot program launched allowing Business cabin passengers on international routes to select their preferred catering option 48 to 24 hours before their flight.

Likewise, LATAM group is developing a model focused on passengers who choose not to use the service, especially on long-haul night routes. These routes, which usually take off late, have passengers who tend to prioritize rest because they have already had dinner before the flight. This new model is scheduled to be implemented in 2025.

Objective

In 2024, LATAM set the objective of limiting catering over-stocking (fresh food) in the Economy cabin on international flights of more than 3.5 hours to a maximum of 2%, equivalent to approximately 212 tons per year. By 2025, this target will be extended to higher cabins, setting a target of 2.8%.

Canteens and Lounges

In 2024, the Lounge in Santiago (Chile) implemented processes for weighing, segregation and recovery of organic waste from uneaten food and discards from the dining areas and kitchens.

Meanwhile, at the maintenance base and CAE training center canteens in Santiago (Chile) and at facilities in Lima (Peru), LATAM group carries out the segregation of food waste generated by the employees themselves, which is then processed by composting.

2024 results of this initiative:



See breakdown of the initiatives and programs in the Annexes section.



SINGLE-USE PLASTICS

GRI 306-2

LATAM group has become the first in the airline industry¹ to eliminate 97% of single-use plastics². This achievement involved significant changes in Business and Economy cabins, airports, lounges, cargo, maintenance and offices.

Although LATAM group had initially planned to eliminate 100% of single-use plastics by 2023, by 2024 it had achieved a 97% reduction in single-use plastics according to the defined Scope4. The remaining 3% corresponds to a set of elements that could not be replaced or eliminated for legal, safety, sanitary or operational reasons, or because there were no alternatives available on the market. Still, LATAM group reiterates its commitment to keep improving and will continue to work on finding solutions to reduce its waste, replace materials with reusable, recyclable, biobased and/or biodegradable ones, broadening its scope and strengthening the knowledge of its waste.




-1,738
tons of single-use
plastics


-272
million plastic bags
(equivalent)



SINGLE-USE PLASTICS

Business Cabin	● Replacement of wrappers to cover rest elements with reusable cotton bags. ● Elimination of the wrappers that covered slippers and contained the elements inside the amenity kits. ● Toothbrush replaced with a bamboo toothbrush, and socks and eye covers now contain recycled material. ● Replacement of plastic pan lids with sugarcane-based lids.	Lounges ● Replacement of plastic toothbrushes with bamboo. ● Replacement of plastic spoons and stirrers with reusable metal spoons. ● Elimination of plastic bags from towels and amenities. ● Incorporation of anti-sneeze screens to replace stretch film on food (Bogota).
Economy Cabin	● Plastic cups were replaced with paper cups, plastic utensils with bamboo and disposable pans with reusable ones. ● Plastic bags for rest items were replaced with paper tapes³, and separator bags in the aircraft trolley compartments were eliminated.	Maintenance and offices ● Plastic bags were replaced by trolleys, trays and paper bags for transporting aircraft maintenance items. ● Plastic cups were replaced with paper or reusable cups in offices.
Airports	● New labels and courtesy bags made of paper were implemented.	

¹ According to the internal review of Skytrax and Corporate Sustainability Assessment (CSA) 2023 Reports of leading airlines.

² See more information: <https://www.latamairlines.com/cl/es/prensa/comunicados/el-camino-eliminar-plasticos-un-solo-uso>

³ In countries where regulations permit.

SHARED VALUE

GRI 3-3 AND 203-1

4,877
passengers carried

276
tons of cargo hauled

47
strategic alliances in Brazil,
Chile, Colombia, Ecuador
and Peru

The shared value pillar reflects the path that LATAM group has traveled with its communities, seeking to work collaboratively to be an asset that drives social and environmental development in South America. In this context, the Avión Solidario program has been the flagship program of this pillar, allowing LATAM group to make itself available to communities and offer a space for contribution through connectivity, supporting health, environmental and natural disaster response needs.

For thirteen years, the program has been operating in alliance with strategic partners in Brazil, Chile, Colombia, Ecuador and Peru, impacting thousands of people each year. Its strength lies in LATAM group's teams, foundations and partner organizations, as well as in the direct and indirect beneficiaries that extend its scope.

In 2024, efforts focused on further developing the network of partners and strengthening the program's structure, laying solid foundations so that Avión Solidario can continue to reach more people every day.





GOVERNANCE

NCG: 519 3.1.II GOVERNANCE FRAMEWORK

LATAM group's Avión Solidario program is supported by a governance structure that ensures the proper management of agreements, transportation and emergencies, as well as compliance with objectives and continuous improvement. This governance revolved around the coordination of different key areas, with clearly defined roles and responsibilities:

1. Shared Value Committee

The Shared Value Committee's main responsibility is to approve alliances and monitor results. This committee establishes the program's strategic guidelines and ensures that the initiatives implemented contribute to the incorporation of shared value across the organization.

2. Sustainability

The Sustainability area manages agreements related to passenger and cargo transportation, coordinates actions in emergency situations, and supervises the impact and use of transportation in the beneficiary

communities. In addition, it focuses on maintaining effective relationships with allies.

3. Project Management Office (PMO)

The PMO's main function is to monitor the program to ensure that objectives are met. This interdisciplinary team is responsible for aligning activities with LATAM group's operational and strategic standards.

4. Other Teams Involved

The execution of the program is supported by various operational areas of LATAM group, including:

- Marketing
- Internal and External Communication
- Commercial and Cargo Teams
- Operational Teams
- Legal Team
- Human Resources

This interdepartmental collaboration ensures that the Avión Solidario program operates efficiently, maximizing its positive impact on the communities.



The Avión Solidario program is the foundation of LATAM group's shared value pillar, and contributes directly to the fulfillment of three United Nations Sustainable Development Goals (SDGs): SDG 3 (Good Health and Well-Being), SDG 13 (Climate Action) and SDG 17 (Partnerships for the Goals).

IMPACT OF AVIÓN SOLIDARIO IN 2024



HEALTH

Make Avión Solidario available as an air bridge to support various health needs in the communities (transport of patients, health professionals and medical supplies).



ENVIRONMENT

Offering the transportation of flora and fauna for their conservation, as well as the transportation of scientists and members of environmental foundations who travel to protect the ecosystems in the region. In addition, support is provided for the transfer of waste from islands to the mainland in Latin America.



DISASTERS

It facilitates the transport of humanitarian aid in response to floods, fires, earthquakes, tsunamis, landslides and volcanic eruptions.

ORGANS AND TISSUES

Transportation of 1,265 organs, tissues, stem cells and hemocomponents free of charge in Brazil, Chile, Colombia and Ecuador.

TICKET DONATIONS FOR HEALTH NECESSITIES

More than 4,074 patients, medical personnel and healthcare teams were transported free of charge for treatment or surgery.

ANIMAL RESCUE

1,943 animals transported, free of charge, in Brazil and Peru for rehabilitation, conservation and protection, including birds, turtles, monkeys, primates native to the Brazilian Amazon Rainforest, flamingos, boas, otters and penguins.

In addition, professionals linked to the execution of conservation projects and work with the community were also connected.

REMOVAL OF RECYCLABLE WASTE

238 tons of waste were removed and transported from Easter Island /Rapa Nui (Chile), San Andres (Colombia), and the Galapagos Islands Archipelago (Ecuador) for their proper management and recycling.

The program collaborates with waste management in strategic areas, due to their environmental importance, as is the case of these island destinations.

HUMANITARIAN AID

276 tons of various items for humanitarian aid were transported. These included tents for refugees, food, clothing, hygiene items and other donations. Individuals who were survivors of natural disasters and emergencies, as well as support personnel for various causes, were also transported.

Of the total mentioned above, about 200 tons were transported specifically to address the floods in the state of Rio Grande do Sul (Brazil), which occurred between April 28 and May 7, 2024, causing almost 200 deaths and affecting 2.4 million people.

Snapshot

GRI 2-4

	UNIT	2022	2023	2024
ENVIRONMENTAL MANAGEMENT GRI 302-1 AND 302-3				
Energy consumption —ground and air operations	TJ	134,436.71	157,010.48	178,678.22
Energy intensity	MWh/100 RTK	0,5	0.3	0.28
Water consumption	m³	85,656	271,571	261,600
Waste Generation	t	37,990	37,367	7,867 ¹
Units with Environmental Management System (EMS)/Total Units	%	99%	100%	98.8%
Units with certified EMS/total units	%	99%	100%	98.8%
CLIMATE CHANGE MANAGEMENT NGC 519: 9. SUSTAINABILITY, 9.1 SASB METRICS GRI 305-1, 305-2 AND 305-3 TR-AL-110A.1.				
Total emissions	tCO ₂ e	12,985,755	14,624,405	16,556,047
Net emissions ²	tCO ₂ e	12,411,550	13,949,892	16,158,004
Scope 1 emissions³	tCO₂e	9,780,288	11,524,420	13,118,183
Scope 2 Emissions	tCO₂e	7,150	5,217	4,663
Market based	tCO ₂ e	N/A	N/A	N/A
Location based	tCO ₂ e	7,150	5,217	4,663
Scope 3 Emissions	tCO₂e	3,198,317	3,094,768	3,433,201

	UNIT	2022	2023	2024
CIRCULAR ECONOMY⁴ GRI 306-4 AND 306-5				
Waste for elimination ⁵	t	1,117	1,797	2,200
Waste diverted from landfill ⁶	t	1,047	2,048	2,974
Total waste	t	2,164	3,845	5,174
SHARED VALUE – AVIÓN SOLIDARIO GRI 203-1				
Total tickets donated⁷	Number	3,554	4,563	4,877
Health				
Organs, tissues, and stem cells transported	Number	964	1,847	1,265
Medical supplies	Number	4,577	688 ⁸	1,785
Disasters				
Cargo transported as humanitarian aid	t	149	155	276
Environment				
Animals rescued and transported	Number	246	122	1,943
Recyclable materials transported	t	170	256	238

N/A: Not applicable.

¹ This year, hazardous waste generated by LATAM Peru in catering and onboard services are incorporated. The decrease is due to a change in the classification of treated water at MRO Sao Carlos, which corresponds to non-hazardous liquid waste. This waste is later returned in a quality equal to or better than that of a surface watercourse.

² Net emissions are the total emissions minus the offsets made.

³ Scope 1 emissions: These refer to direct emissions generated by fuel consumption in air operations, the use of stationary sources, LATAM Group fleet vehicles, and fugitive emissions from refrigerant gases.

⁴ Non-hazardous waste that can be sent to lanfill, per the existing regulations of each country, and for which LATAM has supporting documents of disposal or weight records.

⁵ Sent to landfill or incineration without energy recovery

⁶ Handling: reduction and reutilization, recycling, composting, and incineration with energy recovery

⁷ The values reported are the sum of the three sub-pillars under the Avión Solidario pillar..

⁸ The decrease was due to a reduction in the number of requirements during the year.





SAFETY

165 CUSTOMER SAFETY

171 OCCUPATIONAL SAFETY

177 CIVIL AVIATION AND PROPERTY SECURITY



SAFETY, A NON-NEGOTIABLE VALUE.

GRI 3-3 AND 403-1
SASB TR-AL-540A.1

With regard to safety, LATAM group bases its actions on the Safety, Quality, Health and Environment Policy, which establishes the highest standards to safeguard safety as a non-negotiable value. This document is aligned with the parameters established by the International Civil Aviation Organization (ICAO) and promotes the development of the organization's Safety Management System designed for the identification, prevention and mitigation of risks.

LATAM group's safety culture is characterized by the participation of its teams, continuous improvement and the use of advanced technology to optimize its indicators. In addition, LATAM group not only complies with established procedures, but also strives to exceed its standards by collaborating with organizations and authorities to adopt best practices and ensure safe operation.

CUSTOMER
SAFETY

OCCUPATIONAL
SAFETY

CIVIL AVIATION
AND PROPERTY
SECURITY



CUSTOMER SAFETY

NCG 519: 8.1 REGARDING ITS CUSTOMERS
 GRI 403, 3-3

LATAM group is committed to ensuring that every flight, whether of passengers or cargo, arrives at its destination safely 100%, always prioritizing its customers’ safety and trust. This commitment reflects its constant focus on operational excellence and the implementation of the highest safety standards in the industry.

In 2024, sustained growth across its operations marked a milestone for LATAM group, driven by the opening and resumption of routes that significantly expanded its destination coverage. This operational expansion required extensive visits on site, change management analysis to assess and manage the impact of process modifications, and rigorous validation of compliance with safety requirements in each situation. To deal with these challenges, LATAM group strengthened its data analysis capacity and incorporated advanced technology into process oversight, improving preventive and predictive indicators associated with risk potential.

PASSENGERS WHO DIED AS A RESULT OF AN EVENT DURING OPERATION ¹

0	0	0	0
2021	2022	2023	2024

¹ Number reported in line with the definition by the International Civil Aviation Organization (ICAO).



INTEGRATED SAFETY MANAGEMENT SYSTEM (SMS)

NCG 519: 9.SUSTAINABILITY- 9.1 SASB METRICS
SASB TR-AL-540A.1

LATAM Group’s Integrated Safety Management System (SMS) is made up of four departments: Operational Safety, Civil Aviation and Property Safety, Occupational Safety and Emergency Response Management (ERP). These are closely linked to the operational and support areas to achieve LATAM group’s purpose, ensuring acceptable levels of safety in an efficient manner, balancing the continuity of the operation with the well-being of both customers and employees, so that all of them may arrive safely at their destination.

In addition, the SMS includes the Emergency Response Plan (ERP), in compliance with the requirements and guidelines established in Annex 19 of the International Civil Aviation Organization (ICAO) and the regulations required in the different countries where the subsidiaries are located.

Along these lines, the SMS brings together tools and programs that enable LATAM group to act proactively, monitor performance, identify risk situations, and react promptly to mitigate them. In fact, the actions are guided by the matrix of security risk factors and criticality levels, updated periodically with data from internal analyses and events related to global aviation.

Also, as part of the commitment to continuous improvement of the safety management system, performance is constantly monitored through

indicators that reflect the degree of compliance with safety targets. This process is carried out in different safety spheres with the active participation of management and more than 100 executives. These spheres include the following:

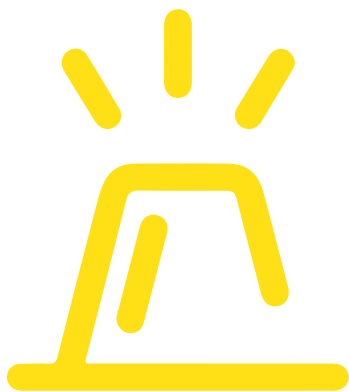


In addition to the internal information that streamlines the prioritization of potential risks, LATAM group annually reviews the risks highlighted in the Air Transport Association (IATA) Annual Safety Report and publishes on its website a breakdown of the mitigation measures for each risk. Likewise, it discloses its participation in organizations chaired by national and international authorities and organizations related to commercial aviation, with a focus on the safety of the sector.



**OPERATIONAL SAFETY RISK
MANAGEMENT**

The Integrated Safety Management System (SMS) Manual establishes the Operational Safety Risk Management process. This process is based on three key steps, namely:



01
Hazard identification and analysis

A thorough analysis of the hazards or potentially hazardous conditions related to flight operations and the processes of the Maintenance Organization is performed, involving different operational areas.

02
Risk Assessment

Each finding is evaluated based on previous research and analysis.

03
Risk Mitigation

The root causes of the findings are identified and mitigation action plans are developed to be implemented by the operational areas involved.

This model applies both to risks arising from aircraft operation and to tasks performed by all operational organizations, including airports, maintenance and cargo.

DEFINITION OF SAFETY TARGETS

As part of the Safety Management System (SMS), LATAM group implements the procedure for defining safety targets, the purpose of which is to establish the methodology for defining and monitoring safety targets and goals, as well as SMS performance indicators.

This procedure is applicable to the 10 air operators and 8 maintenance organizations, and aims to define objectives, indicators and goals, which are reviewed annually.

**OBJECTIVES, INDICATORS AND GOALS
ESTABLISHED FOR EACH OF THE SMS
COMPONENTS**

Policy and Objectives

Risk Management

Safety Guarantee

Safety Promotion

AUDITS

As part of the integrated system, LATAM group conducts a series of periodic audits that enable it to improve its internal processes, as well as to identify new opportunities in safety matters.

SMS 2024 OUTCOMES

NCG 519: 9.SUSTAINABILITY- 9.1 SASB METRICS
SASB TR-AL-540A.1.

- 24,673 risks and hazardous situations¹ were identified by the SMS.
- 88% of the safety risks and hazardous situations identified through investigations or some type of audit were mitigated. The percentage that has not yet been mitigated has already been assigned a management level and will be addressed in 2025, in line with internal procedures. The percentage that is still not mitigated corresponds to identified and limited risk conditions which, according to the matrix, are low risk. In other words, it is possible to live with them while maintaining an acceptable level of safety. It should be noted that they will also be addressed as a priority during the first part of 2025, in line with established internal procedures.



Policy and Objectives

Risk Management

Safety Guarantee

Promotion

LATAM group has implemented the SMS in all companies at level 4, which includes the four safety components duly approved by all local authorities where LATAM group has an affiliate and duly audited by the authority and IOSA.

INTERNAL PREPARATION FOR IOSA AUDIT

In 2024, LATAM group implemented the “Unified Pre-IOSA”, a systematic assessment of the company’s critical processes and main safety risks, based on the new IOSA Risk-Based methodology, which is developed and promoted by the International Air Transport Association (IATA). In addition to being innovative, this model will be implemented through a methodology that considers LATAM group as a whole, leaving behind the three individual audits previously performed separately on the 10 Air Operator Certificates (AOCs).

This internal audit aims to improve LATAM group’s visibility, increase quality and operational safety, and adequately prepare for the official audit scheduled for 2025. Always focusing on our first guideline, “Safety”, we hope that this new challenge will strengthen us as a group and promote the continuous improvement and effectiveness of our processes.

The SMS integrates tools and programs that enable LATAM group to act proactively, monitor its performance, identify risks and respond quickly to mitigate them.

ANALYTICS AND ADVANCED DATA USAGE

Project Safety II

Since 2020, LATAM group has developed project Safety II, designed to generate strategic flight information and analyze several variables with the potential to impact operational performance, such as meteorological data, maintenance reports and flight crew alert levels, among others.

In 2024, significant progress was made on this project with the incorporation of a tool designed to quickly identify flight phases, operations at specific airports or fleet operations that offer opportunities for improvement against established standards. During the second half of the year, the focus was on developing a risk model based on the variables with the greatest impact on the operational performance of a flight.

It should also be noted that, as part of the Safety II project, LATAM group uses the Safety Performance Index (SPI II), a key indicator that enables a detailed visualization of a crew’s performance in all stages of a flight. These advances have strengthened the organization’s ability to generate correlations, identify trends and perform validation analyses that detect strengths and improvement opportunities, thus consolidating a proactive approach to operational safety.

LATAM group has partnered with carriers in the exchange of information and best practices in the initiative promoted by ICAO and managed by local aeronautical authorities.

CONTINUOUS IMPROVEMENT: TECHNICAL ASSISTANCE

In 2024, as part of the continuous improvement of its Integrated Safety Management System (SMS), LATAM Group received the final Airbus Global Regional Airbus Safety Program (GRASP) report. During this assessment, both LATAM group’s Safety Management System (SMS) and Quality Management System (QMS) were reviewed to evaluate their effectiveness in managing safety and quality throughout the system. The process included a survey of executives, participation in Safety Review Board (SRB) meetings, a review of processes in Brazil, Chile, and the U.S. cargo department, as well as interviews with leaders across all departments.

Based on the recommendations presented in the final report, LATAM group has begun to implement the necessary action plans to improve its comprehensive SMS. This implementation process will continue through 2025, with the purpose of optimizing safety and quality across all its operations.

¹ Risks and hazardous situations are broadly defined as any existing or potential condition that could lead to an accident or incident.



DATA MONITORING

Aircraft dispatch processes

Since 2022, LATAM group has carried out a thorough diagnosis of passenger boarding processes, which has enabled it to identify and map the risks associated with aircraft dispatch.

Along these lines, in 2023, LATAM group implemented the Safety Performance Index (SPI), an automated monitoring system to collect accurate data on potential safety events—information that was previously unavailable. This enabled LATAM group to show a significant improvement in airport dispatch processes in 2024.

Flights

In 2024, LATAM group focused its efforts on optimizing operational safety indicators through a continuous improvement process. As a result, it reached record levels in its main metrics.

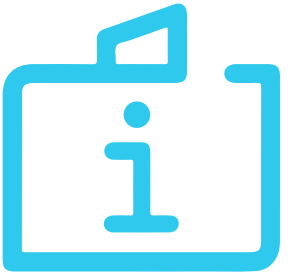
Likewise, to strengthen its commitment to safety, LATAM group implements the advanced Flight Data Monitoring (FDM) program. This program compares actual operating parameters with Standard Operating Procedures (SOPs) through automated data collection, processing and analysis. Thus, FDM not only detects deviations, but also optimizes the management of preventive maintenance processes and streamlines operational analysis.

In addition, as a fundamental part of the Safety Management System, FDM played a crucial role in 2024 by monitoring more than 95% of LATAM group’s flights. This allowed the generation of strategic data that helped to mitigate risks and prevent the recurrence of incidents.

It should be noted that FDM provides segmented information, managed under strict confidentiality protocols. This data is integrated into Pilot LATAM, a mobile app developed specifically for the group’s pilots. Through this tool, pilots can access details about their performance, compare their metrics with fleet averages and analyze safety events detected during flights, thus promoting continuous and personalized improvement.

Reporting System

In 2024, LATAM group implemented a reporting system available through mobile apps, streamlining the reporting process for employees in charge of generating safety-related reports. At the same time, a web application was developed for LATAM group service vendors, allowing them to report security events. These initiatives strengthen the safety management system by ensuring a more efficient flow of information, accessible to all stakeholders.



SAFETY
PERFORMANCE
INDEX (SPI)

LATAM group implemented the Safety Performance Index (SPI)—an automated monitoring system to collect accurate data on possible safety events.



DISRUPTIVE PASSENGERS

GRI 403-7

As in 2023, disruptions in LATAM group during 2024 have been mostly related to passengers’ alcohol consumption, making this factor the main trigger for disruptive behavior. In response to this phenomenon, courses and training for airport staff have been updated and improved to identify passengers in an altered state prior to boarding.

To address this situation efficiently, disruptive passenger statistics are presented each month to the boards of directors and senior decision-makers. This makes it possible to review situations and take relevant actions in a timely manner.

In addition, LATAM group has a Sexual Harassment or Molestation Procedure, which is activated in the event of this type of aggression towards its personnel, ensuring that their physical and emotional well-being is protected during these events and providing professional support afterwards.

Likewise, a detailed analysis of the root cause and contributing factors is carried out in each situation, with the purpose of promoting continuous improvement in any process that may have had even a minimal influence on these behaviors within LATAM group.

This context has encouraged greater coordination with local authorities, with the aim of ensuring a regulatory framework that establishes consequences for disruptive passengers and supports the airline, in the event that it decides not to carry a passenger deemed disruptive and/or dangerous.

Courses and training for airport staff have been updated and improved to identify passengers in an altered state prior to boarding.



OCCUPATIONAL SAFETY

NCG 519: 5.6 OCCUPATIONAL SAFETY
GRI 403-1, 403-7 AND 403-9

Safety is a fundamental and non-negotiable value for the companies in LATAM group. This commitment is set forth in the implementation of an Occupational Health and Safety management system designed to prevent occupational injuries and illnesses for all members of the operation.

Oversight of this system, which integrates various occupational health and safety programs, falls to the leaders of each operational area. They implement the system’s guidelines with assistance from the Corporate Security department.

Along these lines, LATAM group companies guarantee regulatory compliance in all countries where they operate and ensure full adherence to the Quality, Health and Environment Policy.

In addition, LATAM group companies have established a comprehensive occupational safety governance strategy that encompasses several key procedures.

STAGES OF THE OCCUPATIONAL SAFETY MANAGEMENT SYSTEM GRI 403-2



¹ During 2024, over 9,370 inspections were carried out on the safety conditions of the critical risks identified by LATAM group through a comprehensive work plan.



OCCUPATIONAL MANAGEMENT SYSTEM

GRI 403-2

The companies in LATAM group continuously evaluate the effectiveness of its management system by monitoring key indicators, such as accident and injury rates, and the Potential Serious Incident (PSI) indicator.

In this regard, LATAM group has managed to maintain a downward trend in the injury rate (accidents with lost days) and in the absence of fatal events.

In addition, LATAM group has also made progress in monitoring the Potential Serious Incident (PSI) indicator for each country and operating area, which has resulted in a decrease in the number of events at risk of becoming serious incidents and a lower number of injured employees. This underscores the importance for LATAM group to consolidate this concept, bringing it to the spotlight and establishing action-focused preventive management through constant observation and operational leadership.

In turn, in 2024, LATAM group implemented the Severe Incident Prevention Program (prePAG, for its Spanish acronym) in Brazil, a methodology that makes it possible to identify, assess and mitigate high-risk conditions, becoming a proactive tool for managing potentially serious events, with the intention of expanding its application across the whole company in 2025.

LATAM group has succeeded in keeping injury rates (accidents with lost days) on a downward trend, while fatal events have been nil.

Likewise, LATAM group strengthened its management capacity by digitizing Behavioral Safety Inspections (IPS, for its Spanish acronym), which improved the agility and timely analysis of data.

In 2024, it also evidenced the effectiveness of the Investigations area in strengthening security, identifying undesirable events that have a commercial and operational impact on the LATAM group. In fact, improvements were made in cargo tracking processes in warehouses and in prevention initiatives in Maintenance areas. In addition, access and exit control was strengthened at LATAM group’s Maintenance Base, addressing internal threat situations.

This monitoring also includes third-party service providers, who must comply with their local regulations and, in some cases, actively participate in the monitoring of these safety indicators.

It is important to point out that the availability of this information enables the prioritization and integration of action plans through the Action Plan Index (API), which evaluates risks according to their probability and severity, making it possible to implement the most effective plans for each situation.

OCCUPATIONAL SAFETY MANAGEMENT SYSTEM (OSMS) MANUAL

GRI 403-1



In 2024, LATAM group published the first edition of the Occupational Safety Management System (OSMS) Manual, based on international standard ISO 45001. The purpose of this manual is to formalize, structure and standardize the area’s processes, consolidating an effective framework for managing the occupational health and safety of LATAM group’s employees. Thus, performance and commitment can be measured at all levels of the organization, comprehensively addressing the risks associated with operations and promoting continuous improvement in safety standards.

It is important to note that the OSMS encompasses all employees involved in LATAM group’s operational processes, ensuring that all those involved in the operational chain are covered and protected under the same safety framework.

DEKRA FOR CHILE

In 2024, German consulting firm DEKRA, in partnership with the Chilean Safety Association (ACHS, for its Spanish acronym), developed a project that allowed LATAM group to expand the program for risk exposure identification at important Chilean regional bases (cargo operations). Focusing on organizational culture, leadership and behavior, the project has made it possible to initiate a diagnosis in the Airport area in Santiago, with the aim of defining the tools that LATAM group will implement in 2025.

APPSHEET ID LATAM

As part of the continuous improvement strategy, in 2024 we completed the implementation of the Appsheet ID LATAM initiative, a control tool designed to streamline and expedite the application for corporate badges for new employees. This solution optimizes the onboarding process, offering a safer, simpler, more efficient and empathetic experience, which facilitates the integration of new LATAM group members in a more agile and hassle-free manner. This initiative, driven by the Corporate Security team, also strengthens the control of facilities, protecting employees and assets by identifying who enters restricted areas or more sensitive spaces from day one.

STRENGTHENING THE SAFETY CULTURE

GRI 403-4, 403-5 AND GRI 403-7

Consultation and Participation Mechanisms

LATAM Group uses various mechanisms to ensure that employees can actively participate and be consulted on issues related to the Occupational Safety Management System. These mechanisms include:

Health and Safety Committees: LATAM group has established Health and Safety Committees in all its facilities and operating areas. These committees include representatives of both management and employees, and meet regularly to discuss occupational health and safety issues, review incidents, and propose improvements.

AQD Report: LATAM group uses the AQD digital platform, which allows employees to send their comments and participate in the detection of hazards and risks related to occupational health and safety.

LATAM group uses various mechanisms to ensure that its employees can participate actively.

Microlearning Project

In 2024, LATAM group successfully implemented a series of courses within the Microlearning Project, which complemented the activation process of pilots responsible for acting as “gatekeepers” of relevant information generated during flights. These courses, designed to strengthen key skills in operational situations, are based on a Problem-Based Learning (PBL) methodology and have contributed significantly to increasing pilots’ situational awareness (i.e., perception, understanding and projection of actions under specific conditions), thus improving safety and operating efficiency.

Up to 2024, 10 courses have been launched addressing topics such as aircraft energy management, monitoring skills, workload management and other key aspects of flight operations.

Human Factors Program

In 2024, LATAM group continued the implementation of the new corporate-wide Human Factors Manual, which serves as a guide for initial and recurring Crew Resource Management (CRM) courses. In addition, new indicators were designed to manage the risk of fatigue and self-care communications were implemented to promote employee health and safety in the work environment.

SeguraMente Program

In 2024, LATAM group strengthened the SeguraMente (a play on words, meaning “safe mind”) program, which provides medical consultations and psychological support to pilots. This program also includes Pilot Peer Support, a pilot-to-pilot support initiative focused on creating an environment of trust and emotional support, which was reinforced during the year. As part of this, new members joined the team in Brazil to expand the scope of support, thus ensuring the well-being and mental health of the crew.

Alcohol and drug screening

LATAM group has an Alcohol and Drug Policy and Program, which is based on the screening methodology used by the United States Federal Aviation Administration (FAA), to ensure a safe and healthy work environment. This program includes activities designed to prevent drug and alcohol abuse, as well as preventive toxicological screenings designed to discourage the use of these substances.

In addition, during 2024, LATAM group increased alcohol and drug screening, updated procedures, and continued to work on the dissemination of prevention communications.



Ground Damage Campaign

During 2024, LATAM group developed a comprehensive methodology to raise “situational awareness” (i.e., the perception, understanding and projection of actions under specific conditions) among its own and third-party personnel. This methodology combines training, performance indicators and management tools, including video shorts that highlight key processes, such as the Ground Power Unit (GPU), conveyors and stairways.

Thanks to the positive impact of this initiative, LATAM group will continue to expand it during 2025, with the development of new shorts focused on Maintenance and Cargo, in addition to reinforcing safety indicators at airports and cargo operations to ensure sustainable improvements.

Security Survey: I-ASC GRI 403-2

En 2024, el grupo LATAM evaluó su cultura de seguridad a través de la encuesta I-ASC de la Asociación Internacional de Transporte Aéreo (IATA). Esta encuesta mide la cultura de seguridad en diversas dimensiones, como la conciencia de seguridad, el compromiso de la alta dirección, el empoderamiento de los empleados y el aprendizaje organizacional. Los resultados mostraron una cultura de seguridad sólida, con un aumento significativo en la participación y un progreso que posicionó al grupo LATAM en el primer cuartil de las empresas encuestadas.

Como parte de la mejora continua de su Sistema Integrado de Gestión de Seguridad (SMS), el grupo LATAM trabajará durante 2025 en la implementación de planes de acción derivados de las oportunidades de mejora identificadas en la encuesta.

Los Intransables Campaign

In 2024, the LATAM group launched “Los Intransables” (the Non-Negotiables), an awareness campaign that defines five key behaviors to promote a culture of safety throughout its operations. These behaviors, which govern the daily attitudes and decisions of each employee, are:

- To comply with standards and procedures.
- To perform tasks for which one is qualified.
- To report hazardous situations.
- To ensure safety at all times.
- To foster an environment of safe collaboration.

Third Party Security Report

At the end of 2024, LATAM group launched the Safety Report web application so that employees of third-party companies operating in its facilities and operations can report any security event. This tool reinforces LATAM group’s commitment to safety and promotes the integration of third-party companies into a common safety and reporting culture, enabling the early identification and mitigation of operational risks.

Safety Week

As every year, LATAM group held Safety Week from November 4 to 9, 2024. During that week, time was devoted to activities related to Operational Safety, Occupational Safety, Civil Aviation and Property Safety, and Cybersecurity, including webinars, operational talks with executives from different areas, presentations by industry experts, and recognition of outstanding employees for their commitment to safety.



INSPECTIONS

LATAM group performs safety inspections based on a work plan that covers various airport processes, considering infrastructure, mobile equipment, stairways, work-at-height systems and any other activity or condition that poses a critical risk. The purpose of these inspections is to mitigate risks and protect both individuals and operations, ensuring the well-being of passengers and employees, in line with aviation regulations. These inspections have adapted to meet the new challenges posed by changes in regional dynamics and external conditions.

Inquiry into occupational incidents

The occupational safety area has a corporate procedure in place to regulate inquiries into incidents. This procedure clearly defines the steps to be followed during the inquiry, namely:

KNOW

Information gathering.

UNDERSTAND

Determine the context of the event.

CORRECT

Use the root cause analysis methodology.

LEARN

Assess the scope of the problem and the extent of prevention measures.

At LATAM group, the entire process is documented by means of an inquiry form, which establishes the causes of the incident and the corrective actions to be implemented.

OCCUPATIONAL SAFETY ¹ NGC 519: 5.6 OCCUPATIONAL SAFETY	2021	2022	2023	2024	TARGET 2024
Accident rate (per 100 workers) ² GRI 403-9	0.48	0.64	0.61	0.52	0.67 ³
Fatality rate ⁴⁻⁵	0	0	0	0	N/A
Occupational disease rate (per 100 workers) ⁶	0.04	0.03	0.03	0.07	N/A
Average number of days lost due to accidents ⁷ GRI 403-9	10.24	11.48	11.62	11.18	N/A
Accident rate per occupational injury with major consequences ^{8,9-10} GRI 403-9	0.00	0.00	0.00	0.00	N/A
Absenteeism rate CSA - ABSENTEEISM RATE	4.7	4.1	4.4	4.6	N/A

N/A: Not applicable

¹ Some indicators in this section began to be counted in this way in 2022, so there is no information from previous years.

² Total work accidents/Average workforce x 100.

³ The targets are set based on the number of operations carried out by the LATAM group.

⁴ Excluding those related to accidents in transit and those suffered by leaders of trade union institutions because of, or in the performance of their trade union duties.

⁵ The calculation of the rate follows the formula: Total fatalities per work accident/Average workforce x 100,000.

⁶ Total occupational diseases/Average workforce x 100.

⁷ Total days lost due to work accident/Total work accidents.

NB: The count of lost days begins on the day after the accident.

⁸ Accidents related to some critical risk and high-impact events (accidents resulting in over 100 days lost) represent 1.5 in the calculation.

⁹ Rate calculation formula: total injuries with work interruptions/average no. of employees x 100.

¹⁰ Accidents resulting in such damage that the worker cannot recover, does not recover, or is not expected to fully recover their state of health from before the accident, within six months.



CIVIL AVIATION AND PROPERTY SECURITY

LATAM group is aligned with the most demanding national and international standards in terms of civil aviation and property safety, constantly investing in the continuous improvement of its processes.

CIVIL AVIATION AND PROPERTY SECURITY MANAGEMENT SYSTEM (SEMS)

The Civil Aviation and Property Security Management System (SeMS) is designed to strengthen the structure of its security pillars, both at the airport level and in its facilities. In addition, it covers all LATAM group operations and includes measures to protect passengers and employees, ensuring operational continuity and mitigating threats and risks, always observing the highest levels of security.

Along these lines, during 2024, the SeMS has matured significantly, strengthening each of its pillars through continuous improvement and performance monitoring. These developments are aimed at establishing clear guidelines, ensuring compliance with civil aviation procedures and meeting regulatory requirements, working closely with authorities and other stakeholders.

Thus, the approach is carried out throughout its passenger and cargo operations, using a series of processes, such as reporting, communication, effective daily operation, contingency plans, permanent oversight and operational excellence. The aim of all this is to provide an adequate and timely response

to threats or acts of unlawful interference against LATAM group’s operations, facilities and infrastructure, maintaining risk levels within an acceptable range.

In addition, LATAM Group’s SeMS includes procedures designed to investigate undesirable situations and identify the underlying causes of events, as well as establish corrective measures to prevent the occurrence of new incidents.

EMERGENCY RESPONSE PLAN

LATAM Group has an Emergency Response Plan (ERP) that defines the resources and individuals to be activated in the event of an incident or aviation accident involving damage to property or people. The main goal of providing this plan is to support the affected individuals and their families, collaborate with the aeronautical authorities in the investigations and maintain constant communication with the different stakeholders to ensure the continuity of the operation. This plan also establishes organizational guidelines for dealing with other types of emergencies that could seriously affect operations, such as natural disasters, pandemics, strikes or severe contingencies.

In this context, there are Emergency Response Committees (ERC) in each of LATAM group’s affiliates: Brazil, Chile, Colombia, Ecuador, Paraguay, and Peru. In addition, there are three other ERCs in Buenos Aires, Madrid and Miami, where LATAM group has personnel and structures. These committees meet regularly in round tables with experts from different

areas to prepare for and manage emergencies and mitigate their effects through procedures, teams and volunteers, to provide support to affected individuals and their families.

In addition, emergency drills and training are conducted every year in all ERCs to put processes into practice and ensure familiarity with the roles and responsibilities of each area.

In 2024, a total of six Emergency Response exercises were conducted, in which one or more ERCs were activated simultaneously. One of these exercises included a cybersecurity-related activation.

In 2024, a total of six Emergency Response exercises were conducted, in which one or more ERCs were activated simultaneously. One of these exercises included a cybersecurity-related activation.

By 2025, the focus will be on improving coordination between third-party organizations that are activated alongside, such as airport managers, embassies, consulates and civil aviation authorities.

In 2024, a total of six Emergency Response exercises were conducted, in which one or more ERCs were activated simultaneously. One of these exercises included a cybersecurity-related activation.



SERVICE CONTRACTS

During 2024, LATAM group tendered security services contracts in several countries simultaneously, with the aim of grouping suppliers by geography, streamlining performance management and establishing new contractual agreements. These agreements seek to standardize the level of service provided and generate a joint commitment to ensure that each process is carried out with the highest quality, rigor and customer care, assimilating LATAM group’s safety culture into third-party operations.

Among the projects carried out, the digitization of support processes and the implementation of more user-friendly and effective security interview methodologies for passengers bound for the United States (AIM/BDP) are worth noting. This process, based on behavioral observation and prior analysis, allows for a more effective and less invasive approach.

In fact, by the end of 2024, all employees located at the Last Points of Departure (LPDs)—key departure points where security checks are conducted prior

to boarding—were trained and the rollout was successfully completed in December. This initiative, validated by the U.S. Transportation Security Agency (TSA), seeks to balance regulatory compliance with a safe and seamless travel experience.

In addition, new technologies were adopted to monitor each transfer point in the cargo business operations, preventing losses and illegal interference through traceability checkpoints and security camera analysis. This approach has strengthened investigative and predictive capabilities to mitigate internal threats.

In addition, progress was made in unifying LATAM group’s global access control methods in several countries. This included centralizing the administration of the physical access control system, adding affiliates and regional offices.

A new policy was also established to define the technical standards required for Security Control Centers (SCCs), enabling them to fulfill their

expanded role with greater proactive and preventive capabilities. In this context, the role of SSCs was strengthened through the creation of a corporate protocol with technical guidelines that expand their scope, incorporating issues related to occupational risk prevention, supported by data analytics and digitization.

EFFECTS OF MIGRATION

The aviation industry faces significant global challenges due to increasing migration processes. Therefore, as of 2023, LATAM group has implemented additional passenger documentation and background checks on routes considered sensitive from a migratory point of view.

Global geopolitical and socioeconomic instability has led to an increase in mass migration in recent years, creating difficulties at some airport transit facilities. As a result, the presence of inadmissible passengers—who, in certain cases, can become

These agreements seek to standardize the level of service provided and lead to a joint commitment to ensure that each process is performed with top quality, strictness, and customer care.

disruptive—represents a concern for both customer safety and civil aviation and property.

Faced with this scenario, LATAM group has strengthened its security approach through new risk analyses, the implementation of stricter civil aviation and property measures, and greater coordination with the Airport areas and local authorities.



SECURITY INCIDENTS

NCG 519: 9.SUSTAINABILITY- 9.1 SASB METRICS
SASB TR-AL-540A.2

On March 11, 2024, during flight LA 800 on the Sydney (Australia) - Auckland (New Zealand) route, operated by a Boeing 787, an abrupt maneuver occurred during the cruise stage, resulting in autopilot disengagement and a momentary descent of the aircraft. The crew handled the situation professionally, and the aircraft landed safely in Auckland, where immediate assistance was provided to those affected.

LATAM group activated its Emergency Response Plan, providing all necessary support to passengers and employees. In addition, care and follow-up protocols were implemented to ensure the well-being of those involved.

At the close of 2024, this event continues to be analyzed by the General Directorate of Civil Aeronautics (DGAC, for its Spanish acronym), which has classified it as an Aviation Accident¹. In this context, LATAM group continues to work closely with the authorities in the investigation of the event and to take corrective measures to reinforce operational safety, reiterating its commitment to the safety of its passengers and crew, in line with the highest standards across all its operations.

¹ An aviation accident is defined in accordance with Annex 13 of the International Civil Aviation Organization (ICAO), which establishes international standards for the investigation of aviation accidents and incidents. In Chile, this classification is determined by the General Directorate of Civil Aviation (DGAC), the authority in charge of investigating these events, which in this case categorized this event as an accident because a passenger required hospitalization for more than 48 hours. It is worth mentioning that the passenger recovered after the care received.



Snapshot

NCG 519: 9.SUSTAINABILITY- 9.1 SASB METRICS	2021	2022	2023	2024
Aviation accidents ¹ SASB TR-AL-540A.2	0	1	0	0
Government measures for the implementation of aviation safety regulations ² SASB TR-AL-540A.3	N/A	0	1	0
Members of the emergency team	2.240	N/A	573	1,156
People trained in procedures	3.400	3,500	3,549	16,027
Harmonized accident rate per million sectors	0	0	0	0

N/A: Not Available.

¹ In 2022, runway incident occurred due to collision with a fire truck.

²As a result of the COVID-19 pandemic in 2020, there was a reduction in personnel that affected the number of volunteers in the emergency team. However, this figure has progressively reversed, as can be seen in 2024.

³ The indicator began to be collected in this way in 2022, so there is information available for previous years.



10

_SUPPLIERS

- 182** SUPPLY CHAIN MANAGEMENT
- 186** SUPPLIER SELECTION AND EVALUATION
- 194** GUIDELINES
- 195** PAYMENT POLICIES



SUPPLY CHAIN MANAGEMENT

NCG 519: 6.2 BUSINESSES
 GRI 2-6 Y 3-3

The Procurement department, which is part of the Vice-Presidency of Finance, is responsible for ensuring that LATAM group's negotiations and purchases are carried out in a timely and efficient manner, adopting a strategic vision to optimize the return on each resource invested. In addition, it seeks to strengthen the collaboration and relationship with its suppliers, ensuring the business' operational continuity and promoting growth for both parties.

To fulfill this mission, the Procurement department is organized in specialized teams, namely:

Technical Negotiations

Technical Negotiations are understood as those directly associated with LATAM group's operations. These are handled by the Procurement department. However, technical purchase orders are managed together with the Operations and Maintenance Vice-Presidency and by the Fleet and Projects department.

Negotiations and Non-Technical Purchases

Non-Technical Negotiations are understood as those indirectly associated with LATAM group's operations.

Fuel & Fees Negotiations

Negotiations Team in charge of the relations, purchase and management of fuel, in addition to flyover, Landing and ILS (radio assistance) fees, to ensure LATAM group's operations.

It should be noted that the Procurement department is headed by the Procurement Manager, who reports directly to the CFO and has teams in Chile and Brazil, in addition to representatives in each of LATAM group's affiliates. The goals of the Procurement department are established annually in line with LATAM group's strategic guidelines and monitored by the Planning and Support team, together with the Management Control teams.

In 2024, monthly meetings were held with the members of the Executive Committee (COMEX, for its Spanish acronym) to analyze the status of the procurement and negotiation processes in each area. These meetings provided an opportunity to address concerns for both Procurement and COMEX, to review the Service Level Agreements (SLAs) of the processes, and to ensure that the management of the team maintains its strategic alignment and operating efficiency.

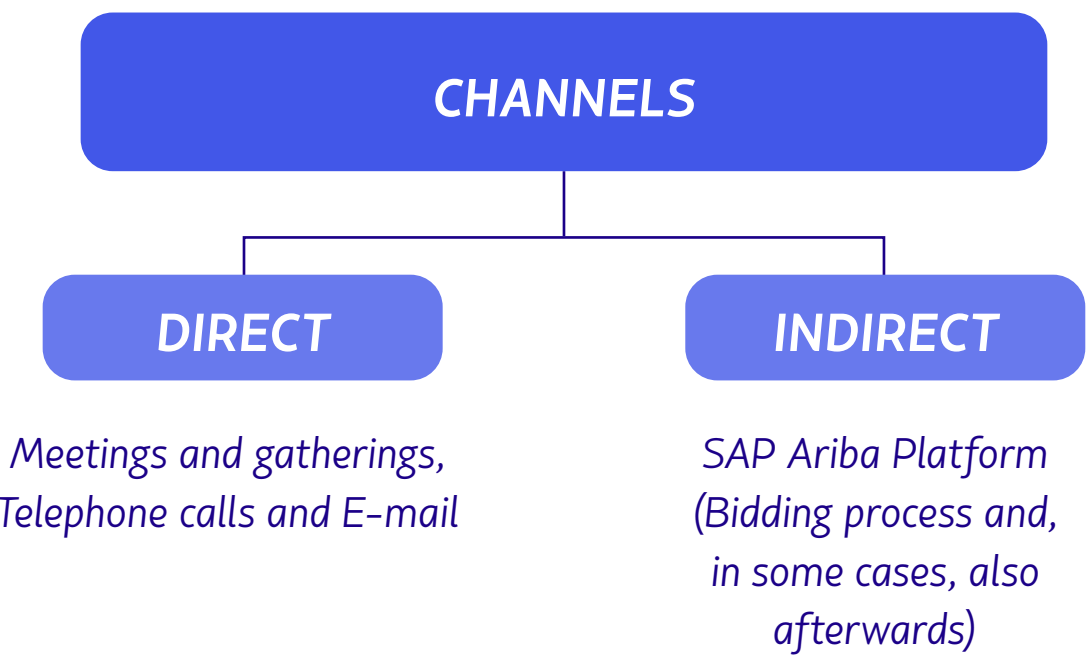


COMMUNICATION CHANNELS WITH SUPPLIERS

LATAM group uses various communication channels with its suppliers based on their category and the selection stage, always prioritizing a relationship based on excellence and collaboration with each supplier.

Particularly with critical and strategic suppliers, annual face-to-face meetings are held between senior executives of both parties to strengthen the relationship between LATAM group and its suppliers. In this space, they address current issues and expectations regarding the business relationship, in addition to sharing best practices, fostering innovation and development, and exploring sustainable initiatives, among other aspects.

In addition, LATAM Airlines Group S.A. constantly updates its Investor Relations web page, where relevant information is published for both suppliers and the public in general.



PROCUREMENT 3.0: TECHNOLOGY, DIGITIZATION AND SUSTAINABILITY

Since 2023, LATAM group's supplier management strategy has been marked by the adoption of new technologies to optimize procurement processes, improve decision-making, and increase transparency and sustainability throughout the supply chain.

By implementing artificial intelligence, LATAM group seeks to improve agility, accuracy and efficiency, proactively anticipating market needs. Within this framework, the Procurement 3.0 strategy strengthens process optimization and supplier relations, promoting sustainable practices and fostering mutually beneficial relationships.

During 2024, Procurement teams received intensive training in technology and automation to strengthen these competencies and enable new opportunities for innovation, technology adoption and risk mitigation.

STRATEGIC PROCUREMENT RELATIONS

DRIVING THE PASSENGER EXPERIENCE

LATAM Group's Procurement department plays a key role in managing strategic alliances that generate value for passengers. Thus, in 2024, further progress was made in partnerships that have enhanced the travel experience:

● Premium Mobility with Audi

Together with LATAM Group's Commercial Management in Brazil, an agreement was reached with Audi to offer an exclusive transportation service to Black and Black Signature customers at the Congonhas Airport. This service includes five Audi E-tron vehicles, which are part of a brand visibility campaign. The campaign encompasses events, in-flight entertainment system videos, marketing emails and in-flight ads, with the aim of strengthening Audi's presence among passengers.

● Partnership with Petrobras' Premmia

LATAM Group and Petrobras agreed to integrate the LATAM Pass and Premmia loyalty programs, allowing customers to redeem miles for benefits at more than 7,000 Vibra service stations. This initiative strengthens passenger loyalty and expands the airline's rewards ecosystem.

● Gastronomic Innovation with NotCo

LATAM Group and NotCo have joined forces to offer an innovative culinary experience in Premium Economy. Along these lines, since April 2024, domestic flights lasting more than two hours on Airbus A320 aircraft include plant-based options designed to cater to a wider audience. This collaboration reinforces LATAM group's commitment to sustainability and food diversity.



CLASSIFICATIONS

NCG 519: 6.2.III BUSINESSES
GRI 2-6 & 2-8

Suppliers are essential allies for LATAM group's success, as they ensure the continuity and quality of daily operations. From the procurement of aircraft and engines to the supply of fuel and maintenance services, and of catering and management technology, each supplier plays a key role in the value chain. Close collaboration with them allows LATAM group to maintain high standards of safety, operational efficiency and customer satisfaction, ensuring a superior travel experience.

307

THIRD PARTY INTERMEDIARIES (TPIS)

164

SUBCONTRACTORS

That signed a contract or annexes during 2024.

ACQUISITIONS

TOTALING
US\$10,215 MILLION

IN 2024, 25 SUPPLIERS INDIVIDUALLY REPRESENTED
10% OR MORE OF THEIR CATEGORY.

IN 2024

5,774

SUPPLIERS

145

CRITICAL

5,629

NON-CRITICAL

308

STRATEGIC

5,466

NON-STRATEGIC

Some LATAM group
suppliers



AIRCRAFT MANUFACTURERS

Airbus
Boeing



ENGINES

MTU Maintenance
Pratt and Whitney Canada
CFM International
General Electric Commercial Aviation Services Ltd.
General Electric Celma
General Electric Engines Service
Rolls Royce
Honeywell



FUEL

Vibra
WFS
Copec
Terpel
Repsol
AirBP

LATAM group defines different classifications for its supplier universe, which are not mutually exclusive.

Classification of suppliers by type of channel

- Third Party Intermediaries (TPIs)
Suppliers that interact on behalf of LATAM Group with government agencies and public officials, both nationally and internationally.
- Subcontractors
Suppliers whose personnel perform tasks within the facilities where LATAM Group operates.

Supplier classification by criticality for the operation

- Critical:
Suppliers are considered critical when the absence of their services would have an impact on the operation.
- C-Critical
On the other hand, there are Critical but Non-Strategic suppliers called C-Critical suppliers. These are suppliers that represent an annual expenditure of under US\$2 million and are defined as critical, as they can affect the operation if their supply chain is interrupted.
- Non-Critical:
Suppliers are considered non-critical when the absence of their services would not have a significant impact on the operation.

Supplier classification based on annual expenditure

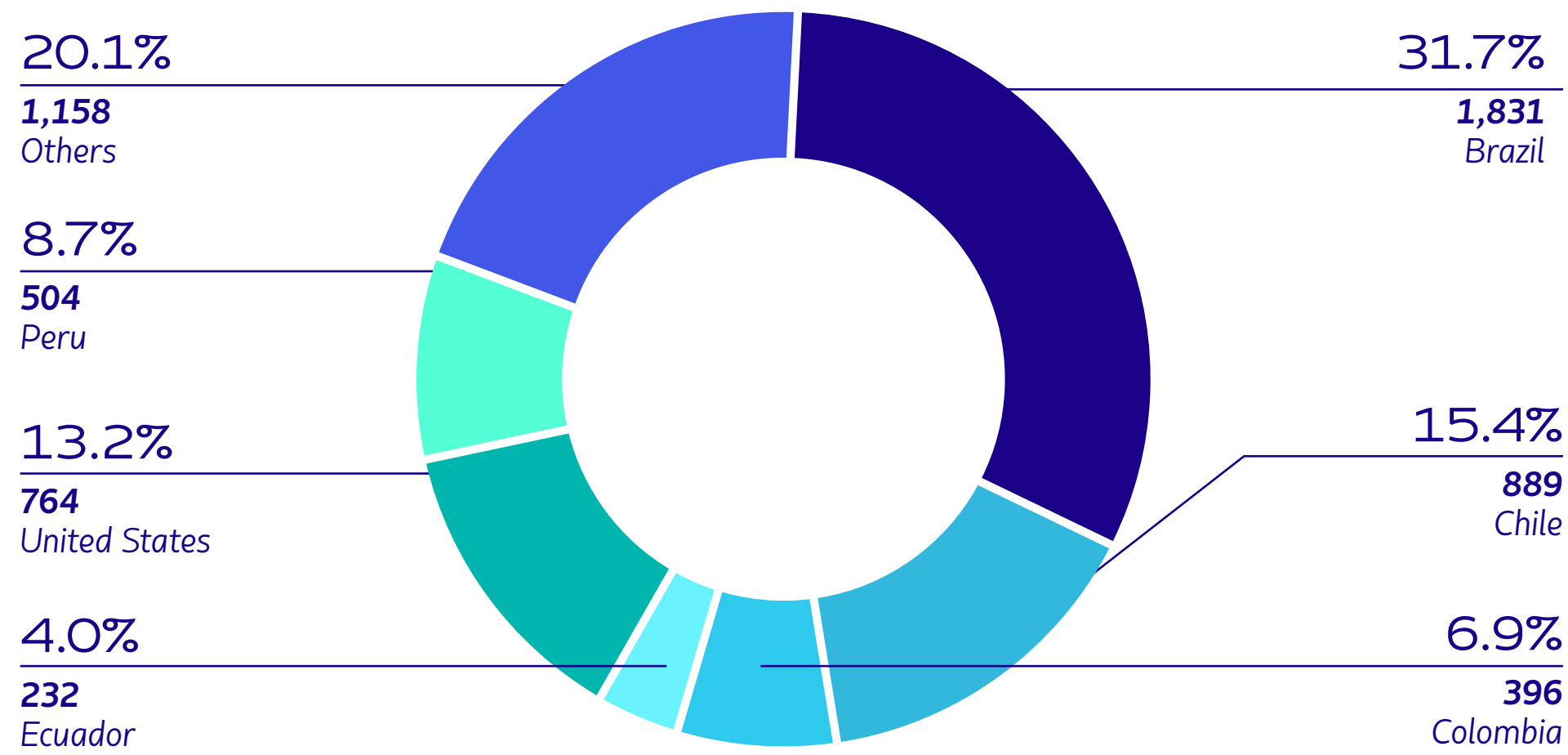
- Strategic
Suppliers that represent an annual expenditure of more than US\$2 million or are part of the most representative 85% of annual expenditure (Suppliers A and B).

A Suppliers: Annual expenditure representing 50% of spending or greater than US\$10 million.

B Suppliers: Annual expenditure representing between 50% and 85% of spending or greater than US\$2 million.
- Non-Strategic
Suppliers that represent an annual expenditure of less than US\$2 million or that are part of the remaining 15% of annual expenditure (Suppliers C).

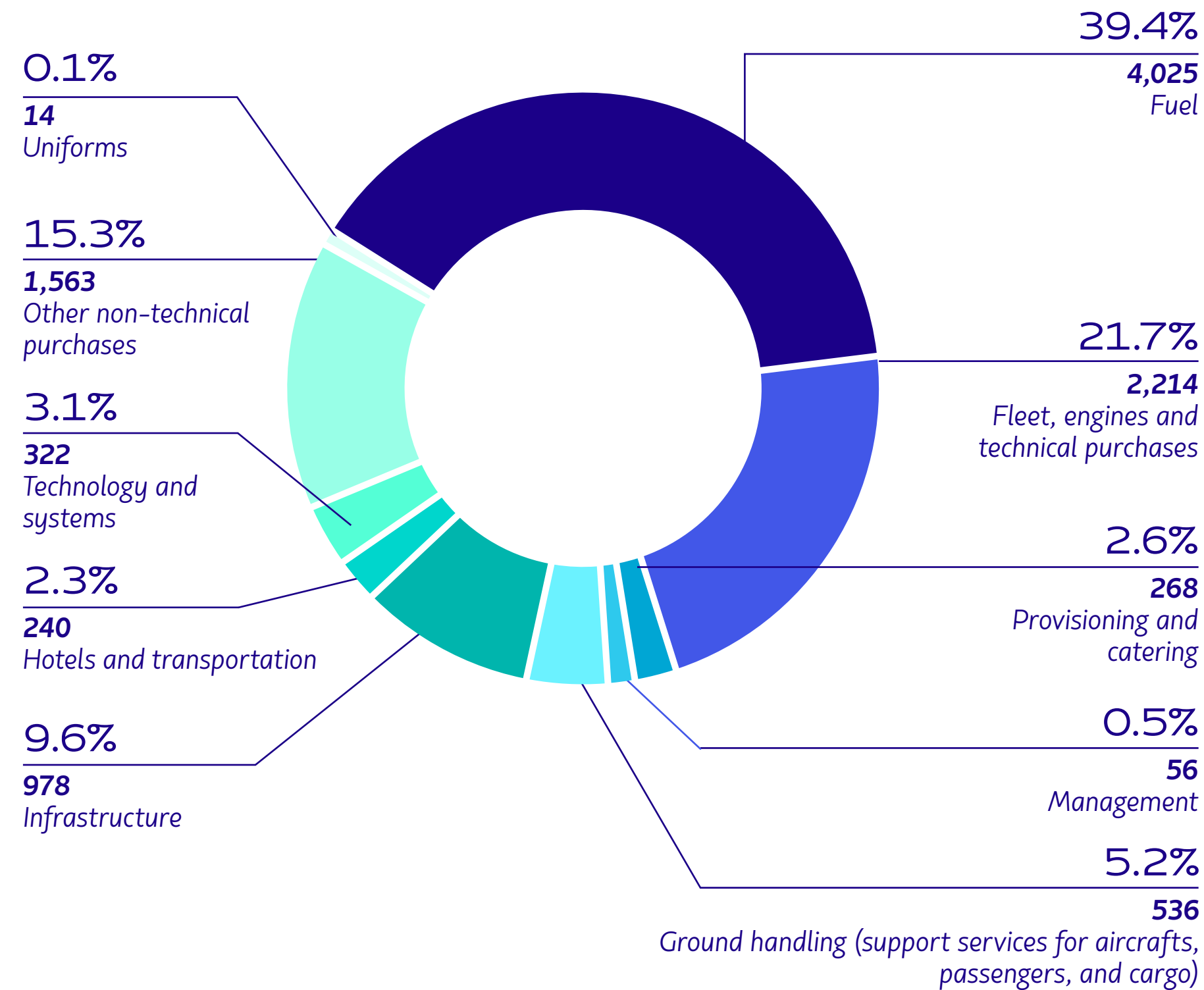
Distribution by country¹ in 2024
(BY NUMBER OF SUPPLIERS)

GRI 2-6



Distribution by category¹ in 2024
(BY VALUE OF ACQUISITIONS - US\$ BN.)

GRI 2-6



¹ To present the information, the countries and categories that were most representative of annual spending were considered. In addition, there were no significant changes in the composition of spending compared to the previous reporting period.



SUPPLIER SELECTION AND EVALUATION

NCG N°519: 7.2 SUPPLIER EVALUATION

INTERNAL NEED

In line with the procurement needs arising from the various areas, LATAM group obtains quotations and holds tenders that the Procurement department centralizes and leads.

Thus, for the creation of any supplier, LATAM group performs due diligence processes through a specialized system and, if risks are detected, a special review by the Compliance department is coordinated.

SELECTION

This process is carried out with special care to aspects of transparency and impartiality, in line with the Procurement Policy, the Code of Conduct and the regulations of each country.

Criteria considered:

- Financial, technical and economic.
- Conflicts of interest and other aspects of Compliance.
- Other environmental recommendations (e.g., certifications).

EVALUATION

After signing the contract, periodic monitoring is carried out to ensure the expected standard.

In turn, all suppliers are evaluated every six months under the same criteria analyzed at the time of their creation.

In addition, there are further reviews with specific targets depending on the category of the supplier.

ONGOING IMPROVEMENT

Document audits are carried out for certain suppliers and for suppliers that have outsourced services operating on site at Chilean airports. This is to assess their compliance with legal, social and human rights regulations.

If gaps are found in the evaluation and/or audits, improvement plans can be established and are monitored to ensure compliance.

It is worth highlighting in this area the case of Brazil, where there is a third-party management program with external specialized consulting, which has been strengthened recently (see more in "Third-Party Management: Brazil").

SELECTION

The selection of each supplier is an opportunity to establish solid and collaborative relationships, aligned to policies and objectives. For this purpose, LATAM group has a specialized team that performs a comprehensive analysis of each candidate with the aid of technological systems, mainly considering their technical and economic aptitudes.

LATAM group does not limit the selection of suppliers by origin, sector or commodity, but considers specific risks linked to these factors. For example, the Compliance team, together with the Procurement department, uses a platform that identifies risks, analyzes conflicts of interest and issues alerts to minimize exposure. This system leverages updated data from different sources and countries to build profiles and improve risk identification.

In addition, LATAM group takes specific measures to mitigate risks associated with raw materials. For example, in the case of fuel, it evaluates suppliers against international standards for health, occupational safety, and climate impact and hazardous waste management.

On the other hand, the Cybersecurity team analyzes suppliers with access to technological infrastructure through intelligent questionnaires that require mandatory evidence, classifying risks and defining technical reviews and reports. High-risk cases are escalated to a committee organized by the Cybersecurity team where they invite the areas involved to analyzed the cases and reach decisions.

New suppliers¹ in 2024

NCG N°519 7.2.I SUPPLIER EVALUATION

GRI 414-1

	NATIONAL	FOREIGN
Number of new suppliers	213	24
Number of suppliers that were evaluated but were not selected	1	0
Number of new suppliers that were evaluated under social criteria and subsequently selected	213	24
Percentage of new employees evaluated under social criteria as a selection filter	100%	100%

¹ New suppliers are those originally created in a LATAM group affiliate (Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, Spain, United States, Panama, Peru and Uruguay).

Supplier Selection

INDICATORS SUGGESTED BY S&P GLOBAL CSA

	2024
Total number of tier 1 ¹ primary suppliers	5.774
Percentage of total spending on tier 1 ¹ primary suppliers	100%
Total number of non-tier 1 ² primary suppliers	0

¹ Tier 1: Strategic suppliers that directly supply one of LATAM group's companies.

² Non-tier 1: Suppliers that are in turn contracted by other suppliers to render their services to one of LATAM group's companies.

Note: Suppliers are considered significant when they represent a high percentage of LATAM group's expenditure (strategic), absence of their services would cause an impact on the operation (critical), or they have compliance risks (corruption, bribery, money laundering or other crimes), technological risks (cybersecurity), environmental risks (environmental crimes) or social risks (child labor, forced labor, financing of terrorism or similar items).



EVALUATION

NCG N°519: 7.2 SUPPLIER EVALUATION

To ensure that suppliers comply with the standards established in LATAM group’s guidelines, each supplier must undergo various types of evaluations. These reviews focus mainly on quality and financial aspects, but also include labor, safety and, as of 2024, sustainability criteria associated with the circular economy. The frequency and depth of evaluations vary according to the type of supplier and the nature of the business relationship.

Supplier evaluation in 2024

NCG N°519 - 7.2.I AND 7.2.II SUPPLIER EVALUATION

	NATIONAL ¹	FOREIGN	TOTAL
Number of evaluated suppliers	4,616	1,158	5,774
Number of suppliers that were evaluated under sustainability criteria ²	4,616	1,158	5,774
Percentage of suppliers evaluated out of total number of suppliers	79.9%	20.1%	100%

¹ National suppliers are those that have a tax ID (RUT, for its Spanish acronym) in the same country as the contracting LATAM group affiliate (Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, Spain, United States, Panama, Peru and Uruguay), considering both new and old suppliers, as well as suppliers that were evaluated even if they were not selected.

²100% of suppliers were evaluated under social, environmental, legal, governmental and other criteria. See more in the Compliance section of the "Evaluation" heading in this chapter.

Supplier evaluation under sustainability criteria in 2024

NCG N°519 - 7.2.III SUPPLIER EVALUATION

	NATIONAL	FOREIGN
Percentage of total purchases of the year from suppliers evaluated under sustainability criteria	100%	100%

Quality and finance

At the time of creation, suppliers are evaluated on financial, due diligence, related-party and age aspects to ensure that they comply with current company guidelines. In addition, for technical suppliers, approval is required from LATAM group's Quality department, which evaluates the certifications of each supplier and determines their validity in order to comply with the highest quality standards. Some of the main standards are:

- FAA AND/OR EASA
- DGAC
- FAA AC 00-56

Compliance

Upon selection and initiation of services with a supplier, LATAM group performs a monthly monitoring of those that have received payments in the last month, provided that they have not been reviewed in the last year. This monitoring is carried out through the Lexis Nexis platform, which evaluates social, environmental, legal and governmental criteria, among others. If any risk is detected, it is submitted to the Compliance department for further investigation.

If a significant risk is identified, measures such as action plans, payment suspension or, in severe situations, contract termination are implemented. The main purpose of this assessment is to ensure compliance with the guidelines of LATAM group's Compliance department.

ACTION PLANS FOR SUPPLIERS AND THIRD PARTY INTERMEDIARIES (TPIS)

Specifically, on a monthly basis, LATAM group monitors the potential risk warnings issued by the Lexis Nexis platform regarding its Suppliers and Third Party Intermediaries (TPIs). This review involves the Compliance department, who must define whether it is necessary to generate an action plan or even review continuation of the contract.



Labor aspects and occupational safety

In Chile, LATAM group's Occupational Safety team and the Chilean Safety Association (ACHS, for its Spanish acronym) perform on-site evaluations at airports, complemented by external audits under standard DS594. Similarly, other countries implement audits to verify compliance with local labor regulations, such as the NR regulatory standards in Brazil or the General Occupational Health and Safety System in Colombia. For these certifications, LATAM group relies on specialized organizations in each country, ensuring a rigorous approach adapted to local regulatory frameworks.

Information security

The Cybersecurity teams conduct specific assessments to manage potential risks associated with suppliers' cybersecurity practices. These include a survey that requires documentary evidence, such as certifications (SOX, IATA, ISO, among others).

The evaluation is carried out prior to contracting and periodically to classify suppliers based on their level of technological risk and to monitor their progress.

- Technological risks (cybersecurity).
- Compliance with standards (PCI, SOX, IATA, ISO).
- Data privacy.
- Availability of replacement alternatives.
- Impact on operational continuity.
- Contract size.

The results make it possible to adjust monitoring processes and controls. Additionally, technology and systems providers are evaluated under standards based on the NIST 800-161 and ISO 27001 framework, as well as SOX and PCI-DSS validations, ensuring alignment with best practices.

Environmental regulation

As part of LATAM group's sustainability strategy, audits have been implemented to establish internal control for compliance with environmental regulations. During these processes, key documents are requested to support compliance with environmental regulations, such as waste management permits, chemical handling training records, hazardous materials storage conditions (HAZMAT) and waste transportation and/or disposal manifests. If opportunities for improvement are identified during the audit process, suppliers are asked to establish action plans, which are monitored through periodic follow-up meetings.

THIRD-PARTY MANAGEMENT: BRAZIL

In the Brazilian subsidiary, the Procurement department has a team specializing in Third-Party Management, which works together with Bernhoeft, an expert in this sphere, to optimize the management of service providers in the country.

Bernhoeft supports the comprehensive and preventive analysis of the legal, financial and occupational safety documentation of suppliers in Brazil. This monitoring provides the internal team with updated information, which is presented to category managers to assist their decision-making process.

When gaps are detected, improvement plans are implemented which may include updating documentation, on-site visits, supplier training or other corrective actions.

The purpose is to ensure partners' legal compliance with regard to their employees and reduce financial risks associated with labor processes involving third parties, thus ensuring a sustainable operation aligned with local regulations.



**COMPLIANCE PROGRAM FOR SUPPLIERS AND
THIRD PARTY INTERMEDIARIES (TPIS)**

LATAM group has a Compliance Program for Suppliers and Third Party Intermediaries (TPIs), led by the Compliance department, designed to assess the maturity of its suppliers' compliance programs; this aspect is prioritized in the contracting processes. Initiated in 2023 with small local suppliers in Brazil, the program was expanded in October 2024 to strategic and critical Third Party Intermediaries (TPIs) in Brazil, with the support of external consultant CLA Brasil.

Specifically, evaluations are performed through Due Diligence and questionnaires, analyzing the information provided and generating reports with the results. This program seeks to establish and maintain a comprehensive record and control system to ensure that suppliers adhere to the highest ethical and legal standards.

With this initiative, LATAM group reiterates its commitment to transparency, security, integrity and accountability, promoting business relationships that are based on trust and regulatory compliance.

EXTERNAL JETS SURVEY

As part of the cultural transformation that LATAM group has undergone in the last two years, the Finance areas have an external survey aimed at suppliers, based on the JETS (Just, Empathetic, Transparent and Simple) principles. This initiative evaluates the negotiation, contract, invoicing and payment processes, with the aim of measuring supplier perception in key aspects such as complexity, service, knowledge and approachability in each interaction.

In 2024, the survey yielded an NPS score of 30 points, positioning it in an area of "improvement" and reflecting a change of +2 points compared to 2023. These results make it possible to identify concrete opportunities to optimize supplier relations and processes, aligning them with the values of LATAM group's cultural transformation.

**SUSTAINABLE SUPPLIER PROGRAM
(SSP)**

Since early 2024, the Procurement and Sustainability departments started to develop a Sustainable Supplier Program (SSP), with the aim of learning about supplier practices regarding Environmental, Social and Governance (ESG) issues. This program seeks both to establish the steps to be followed for the development of a sustainable supply chain and to establish sustainability criteria throughout the life cycle of the suppliers that render services to LATAM group.

As part of this program, the first ESG evaluation was conducted on a segment of strategic, critical and SME vendors, using surveys developed based on the results of LATAM group's materiality analysis and other best practice benchmarks, such as the S&P Global Corporate Sustainability Assessment.

The results obtained on 95 vendors surveyed provide an initial diagnosis of ESG practices in the supply chain, representing 40% of LATAM group's total spending. Also, as part of the development of the program, customized reports will be delivered to the surveyed vendors, with plans for improvement and good sustainability practices.

[See results on next page](#)

182

**SUPPLIERS EVALUATED
IN JETS CULTURAL
ALIGNMENT**

80

**COMPANIES ACHIEVED
AN OUTSTANDING RESULT**
("Promoters" by NPS
methodology)



FIRST ESG ASSESSMENT OF SUPPLIERS

NCG N°519: 7.2.I & II SUPPLIER EVALUATION

45

SUPPLIERS EVALUATED IN
SUSTAINABILITY ASPECTS

9

COMPANIES ACHIEVED AN
OUTSTANDING RESULT

50

SMES ASSESSED WITH AN
ADAPTED ESG INSTRUMENT.

TOPICS SURVEYED IN THE SSP

ENVIRONMENTAL

- Sustainability strategy or policy
- Environmental management
- Circular Economy
- Environmental standards
- Climate risk prevention
- Waste distribution

- Presence of environmental incidents
- Waste generation
- Greenhouse gas emissions (GHG)
- Water consumption
- Energy consumption

SOCIAL

- Human Rights and Due Diligence
- Due Diligence in labor practices
- Health and safety
- Community outreach

GOVERNANCE

- Compliance (compliance with ethics and transparency policies)
- Legislative compliance
- Socio-environmental certifications
- Materiality
- Supplier evaluation
- Inclusion of underrepresented groups
- Non-discrimination

SPECIFIC COMPONENT BY CATEGORY¹

- Infrastructure
- APV & catering
- Fuels
- Professional services
- Employee services
- Airports
- Management
- Uniforms
- Marketing
- Technical
- IT & Systems

¹Each category is assessed based on the specific material aspects defined by the SASB standards, which enables LATAM group to focus on the critical ESG issues for each type of supplier. Each category is assessed based on the specific material aspects defined by the SASB standards, which enables LATAM group to focus on the critical ESG issues for each type of supplier.

RESULTS OF THE FIRST ESG SUPPLIER SURVEY

RESULT	80 TO 100 POINTS	60 TO 79 POINTS	40 TO 59 POINTS	0 TO 39 POINTS
N° OF SUPPLIER	9	16	11	9
	20%	36%	24%	20%

100%

The results of the survey developed as part of the sustainable supplier program made it possible to segment 45 LATAM group suppliers based on their level of development in terms of sustainability².

ABOVE EXPECTATIONS

Suppliers that meet or exceed all ESG criteria established by LATAM group. They represent a low risk and are examples of good sustainability practices.

WITHIN EXPECTATIONS

Suppliers with acceptable performance in terms of sustainability, although with areas for improvement. They do not represent immediate risks, but periodic monitoring is recommended to encourage the development of best practices.

CLOSE TO EXPECTATIONS

Suppliers that partially comply with ESG criteria, but show deficiencies in key areas, representing a moderate risk. These suppliers are advised to establish an improvement plan and close monitoring to ensure the adoption of ESG practices.

BELOW EXPECTATIONS

Suppliers that show a low performance in ESG criteria. Most of these suppliers do not adhere to ESG practices and need to review and adopt them in the short term to align to LATAM group's minimum standards.

² In this first edition, 45 out of 110 invited suppliers participated in the evaluation.



Second Flight

LATAM group works with Latin American artisan organizations to generate new products from its employees' discarded uniforms, which not only reduces the environmental impact, but also creates new employment and training opportunities for the communities involved. See more in Chapter "Sustainability".

Vendor 360°

Since 2023, LATAM group implemented Vendor 360°, a strategic initiative designed to strengthen relations with its key suppliers and generate mutual operational and commercial improvements. This initiative includes annual visits to review contracts and services, identifying opportunities for optimization.

The visits bring together key supplier executives, LATAM group's negotiation team and the internal user, addressing topics such as operational growth, adoption of new technologies, artificial intelligence and sustainability, among other strategic challenges.

In its first two years, Vendor 360° has covered 78% of LATAM group's strategic supplier expenditure, consolidating itself as a key tool to foster collaboration

and continuous improvement in the supply chain.

In 2025, LATAM group will continue with the program meetings, which facilitate a close relationship with strategic suppliers, foster innovation, improve communication and optimize operational efficiency, aligning with the objectives of the Procurement department.

VENDOR 360°



*Iniciativa estratégica diseñada
para fortalecer las relaciones
con sus proveedores*





PROCUREMENT SUMMIT 2024

In November 2024, LATAM group held the eighth Procurement Bootcamp: a key space to foster collaboration and strengthen supply management. The procurement and negotiation teams of all the group's affiliates participated in presentations on the financial and digital strategy, the value proposition of Human Capital, progress in Sustainability, and the importance of Vendor Management.

GUIDELINES

NCG 519: 5.9 OUTSOURCING POLICY
 GRI 3-3, 2-24, 205-2

LATAM group’s vendor management is based on guidelines to ensure supply quality, transparency, competitiveness, legal compliance, safety and other strategic aspects across all supply processes.

Along these lines, in 2024, the Procurement Policy, which sets forth LATAM group’s guidelines for procurement processes, was updated. These updates include modifications that reinforce the recommendations related to LATAM group's goals.

These policies establish clear expectations for LATAM group vendors, which are communicated through contractual agreements, periodic meetings and, in the case of strategic and critical suppliers, through direct communication led jointly by the commercial and user areas.

In addition, the Procurement department's Planning and Support team is responsible for updating and effectively communicating internal policies and procedures. Within this role, rigorous monitoring controls are implemented to mitigate potential risks linked to negotiation and procurement processes, ensuring integrity and efficiency in the engagement of suppliers for LATAM group.

CODE OF CONDUCT FOR SUPPLIERS AND THIRD PARTY INTERMEDIARIES (TPIS)

As part of LATAM group’s commitment to sustainability practices, anti-corruption laws, conflicts of interest, and antitrust issues, as well as human rights, the company encourages suppliers and third parties to adhere to the Code of Conduct for Suppliers and Third Party Intermediaries (TPIs) in all countries where the organization operates.

Basic guidelines of the Code of Conduct for Suppliers and Third Party Intermediaries (TPIs):

Conformity with applicable antitrust laws

- Labor standards and practices
- Health and safety
- Brand, intellectual property, cybersecurity and data protection
- Environmental compliance and social responsibility
- Human Rights
- Anti-corruption and crime prevention

PROCUREMENT POLICY

LATAM group has a Procurement Policy that sets forth the guidelines for the acquisition of materials and managed services. This document defines the responsibilities of the Procurement department, regulates procurement processes, and establishes restrictions for directed purchases.

PROCUREMENT POLICY UPDATE 2024

In 2024, the Corporate Procurement Policy was updated to incorporate key modifications, such as the classification and definition of critical and non-critical suppliers, the specification of the functions of the Procurement team and the Service Level Agreements (SLA), restrictions for directed purchases, process regularization, and sustainability guidelines applicable to raw material tenders and procurement. The document also explains buyers' duties and expected response times, which bolsters transparency and keeps users informed regarding the details of each process. In addition, the new policy gives preference to suppliers that comply with sustainability guidelines, such as waste reduction, recyclability of materials and obtaining certifications linked to Circular Economy guidelines, among other criteria.

It is important to note that, as part of the updating process, the Procurement teams were trained in the application of the new guidelines, thus ensuring the correct implementation of the new Corporate Procurement Policy, with particular emphasis on sustainability aspects.

POLICIES FOR SUBCONTRACTORS

With regard to the selection of subcontractor suppliers whose personnel will perform tasks within its facilities, LATAM group has established clear guidelines governing their engagement. These guidelines are included as essential requirements in the tender processes and, in turn, define the obligations of service providers, ensuring compliance with the legal and regulatory provisions applicable to their personnel.

In fact, LATAM group's approach covers various aspects, including obligations related to remuneration, employee benefits, social security, work-related accident regulations, occupational diseases and health and safety aspects. All these points are explained in LATAM group's contracts, which include a specific annex dedicated to the labor obligations that these suppliers are required to meet.

Moreover, LATAM group is strengthening its Contractor Regulations as part of its guidelines. The aim of this measure is to ensure the effective implementation of the Health, Safety and Environment Policy, together with its corresponding management system. Likewise, LATAM group has begun to work on its Human Rights Commitment to inform its contractors and suppliers of the commitments undertaken in this arena.

PAYMENT POLICIES

NCG 519: 7.1.I, 7.1.II, 7.1.III, 7.1.IV, AND 7.1.V PAYMENTS TO SUPPLIERS

The group’s Payment Policy applies equally to all suppliers, and the terms of payment are established based on what is negotiated in each contract¹. Therefore, proper compliance with the pre-established number of days is monitored; this is 90 days, except for small and medium-sized companies (SMEs), in which case the regulations of each country are observed, as established in specific policies for each of LATAM group's affiliates.

During 2024, LATAM group continued to make progress on improvements to the reception, digitization and accounting platform to achieve an optimal payment centralization. In fact, during the period, it was possible to implement this process in 100% of LATAM group's

invoicing. In addition, following the implementation of the new platform, which receives, digitizes and records invoices throughout its operational network, initiatives have continued to be developed to keep suppliers informed throughout the payment process. Thus, notifications are e-mailed to each supplier upon receipt of an invoice, and they are subsequently informed of the details on the payments they will receive, including the dates and sums corresponding to each invoice.

It should be noted that LATAM group does not establish a maximum payment term target for its suppliers, but rather monitors performance based on payments made on time, in accordance with the

payment terms agreed for each supplier.

On the other hand, in 2024, no agreements were entered in the Chilean Ministry of Economy’s “Registry of Agreements with an Exceptional Payment”.

¹ With regard to requirement 7.1 Payment to Suppliers of NCG No. 519, no distinction is made between critical and non-critical suppliers in terms of payment policies.

Payment to suppliers in 2024²

	UP TO 30 DAYS		FROM 31 TO 60 DAYS		MORE THAN 60 DAYS	
	NATIONAL	FOREIGN	NATIONAL	FOREIGN	NATIONAL	FOREIGN
Invoices paid during the year	175,301	49,353	44,399	52,297	66,508	48,598
Total paid (US\$ million)	5,304	2,460	614	655	614	558
Total suppliers to whom the invoices were paid in each range	3,683	928	2,671	811	3,233	1,009

² LATAM group did not incur in the payment of interest for late payment related to invoices issued. On the other hand, suppliers with a tax ID number (RUT, for its Spanish acronym) from the same country as the contracting subsidiary are considered national.



Snapshot

CSA - SUPPLIER SELECTION AND EVALUATION

	2021	2022	2023	2024
GRI 414-1, 414-2, 308-1 AND 308-2				
Supply chain				
Total LATAM group suppliers as at December 31, 2024	8,052	6,190	5,557	5,774
Critical Suppliers¹				
Share of the supplier base	11%	7%	5%	2.5%
Share of critical suppliers in acquisitions volume	91%	95%	69%	63%
Identification of potential risks				
Suppliers analyzed by sustainability criteria ²	8,052	6,,190	5,557	5,774
NCG 519: 7.2 SUPPLIER EVALUATION				
% of the total suppliers analyzed ²	100%	100%	100%	100%
% of total purchases ²	100%	100%	100%	100%
Suppliers (TPIs) considered high-risk in terms of compliance ³	148	369	185	307
Labor safety monitoring and management at Chilean airports⁴				
Audited suppliers	40	53	48	N/D ⁶
Suppliers with mitigation plans in place (% of suppliers audited)	93%	91%	94%	N/D ⁶
Action plans defined based on audits	331	186	44 ⁵	N/D ⁶
Contracts terminated due to noncompliance	0	0	0	N/D ⁶
Payment to suppliers				
NCG 519: 7.1 PAYMENT TO SUPPLIERS				
% of invoices paid with a term of up to 30 days				
National	N/D	81%	65%	61%
Foreign	N/D	63%	51%	33%

N/A: Not Available.

¹ Contracts in excess of US\$1 million. Suppliers interacting with government agencies on behalf of LATAM group or supplying the operation with essential or difficult to replace elements.

² The evaluations explained in the "Compliance" section under the "Evaluation" heading of this chapter are considered.

³ The number of cases of warnings issued by the system to detect potential compliance risks in Suppliers and Third Party Intermediaries (TPI) is reported. It is essential to clarify that all cases were reviewed, and no cases were found where it was necessary to generate action plans or other measures.

⁴ Information corresponding to contractors in Chile only.

⁵ One supplier did not attend the audit. Support has been provided to the 45 suppliers to assist with the implementation of their action and mitigation plans.

⁶ The audits consist of the analysis of information relating to deferred years, with a focus on occupational health and safety. The 2024 audits will be conducted in March and April 2025, and their results will be available during the year.



A LATAM Boeing 787-9 Dreamliner is shown in flight, banking to the left. The aircraft is white with the LATAM logo and red and blue stripes on the tail. It is flying over a range of snow-capped mountains under a warm, orange-hued sky at sunset or sunrise. A large, semi-transparent number '1' is overlaid on the center of the image.

1 ABOUT THE REPORT

198 MATERIAL TOPICS

201 GRI AND SASB CONTENT INDEX

206 NCG 519 CONTENT INDEX

207 GLOSSARY

208 EXTERNAL ASSURANCE



MATERIAL TOPICS

NCG 519: 3.1 GOVERNANCE FRAMEWORK
GRI 2-29, 3-1, 2-14 AND 3-2

In 2023, LATAM group updated its list of material topics in sustainability. For the first time, this process was carried out following the guidelines of double materiality, a methodology promoted by the European Sustainability Reporting Standards (ESRS), with the aim of adopting best practices in sustainability reporting and indicators.

The double materiality approach implies that companies must disclose not only the impacts that their activity has on society, the environment and governance systems, but also how these aspects can affect the company itself in terms of its development, performance and position. In other words, it considers both the influence that the company exerts on its environment and stakeholders (impact materiality), and the influence that said environment may have on the company itself (financial materiality).

During 2024, the Sustainability and Corporate Affairs department reviewed the exercise and decided to maintain the previous results of the matrix, material topics, and list of risks, opportunities and impacts. A new update of the study is planned for the next period, following the methodology and its relevant updates.

The selection of content for the LATAM Annual Report 2024 was based on the material topics considered

most relevant, which are presented in the double materiality matrix included in this report.

PROCESS

Step 1: Identification of risks, issues and opportunities (RIOs)

A thorough diagnosis was carried out to create a list of positive and negative impacts of the organization on its surroundings (environment and society), as well as risks and opportunities for the development of the business. This list was compiled based on internal and external information, which made it possible to gather LATAM group's experiences, as well as its stakeholders' outlook and cases of airline industry benchmarks. In addition, this list included RIOs from LATAM group's operation and value chain.

● **Internal Information:** The company's strategic documentation, such as policies and processes, was analyzed and more than 30 expert leaders from various departments were interviewed.

● **External Information:** The results of surveys conducted with stakeholders (customers, employees, and shareholders, among others) were evaluated; representatives of these groups were interviewed;

benchmarking was carried out with airline industry players; and sustainability standards and indices were examined, while other sources, such as news and social media, were analyzed as well.

Step 2: Impact Assessment and Construction of Material Topics

● **Workshops:** Workshops were held with representatives from different countries and areas of the company to assess impacts, risks and opportunities according to severity and probability factors.

● **Grouping:** These impacts, risks and opportunities were grouped into sub-topics and then into material topics.

The impacts, risks and opportunities were evaluated based on their severity, on a scale from one to five for each of the factors: scale, scope and irremediability (the latter only for risks or negative impacts). Likewise, the assessment considered probability, also on a scale from one to five.

In addition, a materiality threshold was established to define the most important impacts, risks and opportunities, which were then grouped together to construct the material topics.

Step 3: Prioritization of material topics and drafting of final matrix

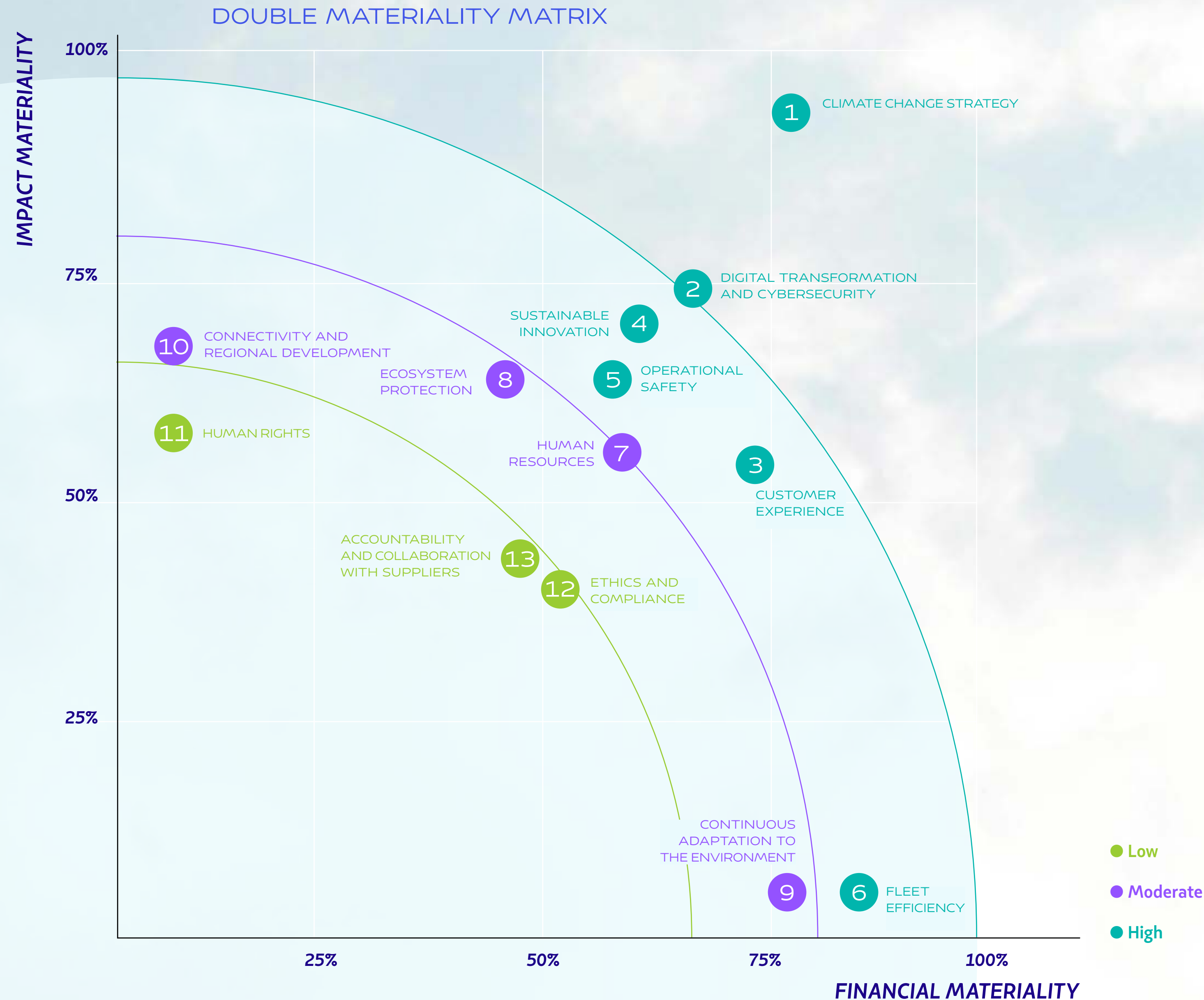
The prioritization of the material topics and the development of the final matrix was done through a thorough process of evaluation, prioritization and validation.

● **Evaluation and prioritization:** The assessment of impacts, risks and opportunities made it possible to prioritize the material issues in a double materiality matrix.

● **Validation:** This matrix was validated by the Director of Corporate Affairs and Sustainability, the Director of Internal Audit, Risk and Control, and last, by the CEO of LATAM Airlines Group S.A.

It should be noted that LATAM group reviews on an annual basis the need to update its material topics to adapt in an agile manner to the constant changes in the environment, always maintaining a focus on continuous improvement in its sustainability management.

¹ The methodology proposed by the ESRS guided the process to draft the double materiality. However, disclosure requirements are still an opportunity that could be applied in future LATAM group Annual Report exercises.



MATERIAL TOPICS

N° 1 CLIMATE CHANGE STRATEGY

LATAM group seeks to mitigate climate impact, ensuring the continuity and resilience of its operations through the implementation of measures for climate change adaptation.

N°2 DIGITAL TRANSFORMATION AND CYBERSECURITY

Given the technological development and ongoing digital transformation, LATAM group’s efforts focus on information management and on strengthening security to maintain the protection of its systems and operations against any security breach. In this way, information privacy is incorporated as a priority for the protection of customers’ and employees’ personal data.

N°3 CUSTOMER EXPERIENCE

LATAM group focuses on offering a rewarding experience through its services, prioritizing adaptability to meet the various requirements of each type of client. In the Cargo business, LATAM group strives to ensure that cargo arrives on time and in optimal condition.

N°4 SUSTAINABLE INNOVATION

LATAM group aims to be a benchmark in the aviation industry through the implementation and dissemination of cutting-edge solutions in sustainability issues, comprehensively addressing the challenges of the sector. Likewise, it focuses on promoting innovative measures throughout the value chain for effective waste management, integrating the principles of circular economy. This transition relies on suppliers, authorities and other key players that influence operations, with whom LATAM group will seek to collaborate strategically.

N°5 OPERATIONAL SAFETY

LATAM group prioritizes incident and accident prevention throughout its operations, implementing proactive measures targeting the development of best practices both in the air and on the ground. In addition, it guarantees the health and safety of its team, customers and suppliers by fostering an environment where everyone feels protected.

N°6 FLEET EFFICIENCY

LATAM group continues to make progress in renovating its fleet and incorporating technological improvements in its aircraft, with a focus on reducing fuel consumption. This effort seeks to improve flight planning, reduce emissions and avoid service interruptions caused by extended periods of aircraft maintenance.

N°7 HUMAN RESOURCES

LATAM group promotes the development of internal capabilities among its employees, fostering an environment of continuous learning and personal growth. It aims for the work performed to be recognized and valued, contributing to the creation of a motivating work environment. In addition, it focuses on building meaningful relationships that allow it to reach fair agreements with employee representatives.

N°8 ECOSYSTEM PROTECTION

LATAM group implements programs designed to protect, conserve and rehabilitate ecosystems and their biodiversity. As an established airline in South America, its contribution focuses primarily on preventing wildlife trafficking, as well as promoting nature-based solutions through collaborative work to safeguard the region's ecosystems, recognizing their fundamental paper in carbon sequestration.

N°9 CONTINUOUS ADAPTATION TO THE ENVIRONMENT

LATAM group is oriented towards continuous adaptation, proactive risk management and resilience in a complex and changing global environment. In this context, it has the structures and bases to be able to adapt to different political, economic and social contexts, considering both shifts in the market and all its stakeholders.

N°10 CONNECTIVITY AND REGIONAL DEVELOPMENT

LATAM group drives the social, environmental and economic development of South America through connectivity and tourism. Likewise, it seeks to contribute through its business and what it knows how to do: connect.

N°11 HUMAN RIGHTS

LATAM group safeguards Human Rights and individuals' integrity through the implementation of policies and related practices. Along these lines, it promotes gender equality, prevents human trafficking, ensures development within a healthy environment and avoids any form of discrimination, among others. All of the above, ensuring a fair and respectful treatment for all individuals and communities, considering our clients, employees, contractors and suppliers.

N°12 ETHICS AND COMPLIANCE

LATAM group promotes corporate integrity and accountability across all its operations, with a strategic focus that includes compliance programs with employees and suppliers. In addition, it addresses uncertainty related to emerging regulations and regulatory transformations by anticipating and adopting best regulatory practices among the different countries where it operates, in addition to international standards.

N°13 ACCOUNTABILITY AND COLLABORATION WITH SUPPLIERS

LATAM group develops and fosters sustainable and ethical relationships with its supply chain in a collaborative manner. Thus, it generates strategies to advance the integration of good practices that allow it to accompany suppliers and incorporate sustainability in business development.



CHANGES FROM 2018 MATERIALITY

GRI 3-2

Tres temas materiales nuevos se incorporan a la doble materialidad 2023: “Transformación digital y ciberseguridad”, “Derechos Humanos” y “Responsabilidad y colaboración con proveedores”. Por otro lado, el tema material 2018 “Sostenibilidad económica y financiera” deja de ser parte de la matriz. Los temas materiales restantes de este nuevo ejercicio integran aspectos de los demás temas materiales anteriores, con un enfoque distinto, que se presenta en su cambio de nombre y definición.



GRI AND SASB CONTENT INDEX

DECLARATION OF USE

NCG 519: 9. SOSTENIBILIDAD - 9.1 MÉTRICAS SASB

LATAM Airlines Group S.A. has presented the information cited in this GRI content index for the period from January 1 to December 31, 2024, based on the GRI Standards.

In addition, as part of the requirements of Chilean general standard (NCG) No. 519, it reports the metrics defined by the Sustainability Accounting Standards Board (SASB) for the transportation industry, specifically the airline sector. It is worth mentioning that this reporting industry classification was approved by the Board of Directors.

GRI 1 USED

GRI 1: 2021 FUNDAMENTALS
GRI/ SASB STANDARD AIRLINES

GRI 2: GENERAL CONTENTS 2021	PÁGINAS
2-1 Organizational details	14, 211, 214-215
2-2 Entities included in the organization's sustainability reporting	4-5
2-3 Reporting period, frequency and contact point	4-6
2-4 Restatements of information	153, 162
2-5 External assurance	5, 208
2-6 Activities, value chain and other business relationships	14, 83, 77-80, 182, 184-185
2-7 Employees	112, 269-274
2-8 Workers who are not employees	184
2-9 Governance structure and composition	33, 40-45
2-10 Designation and selection of the highest governance body	40
2-11 Chair of the highest governance body	40-41
2-12 Role of the highest governance body in overseeing the management of impacts	48
2-13 Delegation of responsibility for managing impacts	48
2-14 Role of the highest governance body in sustainability reporting	198
2-15 Conflicts of interest	56
2-16 Communication of critical concerns	59-60
2-17 Collective knowledge of the highest governance body	40
2-18 Evaluation of the performance of the highest governance body	40
2-19 Remuneration policies	46, 52-54
2-20 proceso para determinar la remuneración	52-54
2-21 Ratio de compensación total anual	N/D
2-22 Statement of sustainable development strategy Statement of sustainable development strategy	9-11
2-23 Commitments and policies	130-131
2-24 Incorporación de los compromisos y políticas	55-59, 105, 131, 194
2-25 Procesos para remediar los impactos negativos	59, 67-68, 101
2-26 Mechanisms for seeking advice and raising concerns	55, 59, 183
2-27 Compliance with laws and regulations	55-57, 134
2-28 Membership associations	69
2-29 Approach to stakeholder engagement	67-68, 198
2-30 Collective bargaining agreements	275
GRI 3: MATERIAL TOPICS 2021	
3-1 Process to determine material topics	198
3-2 List of material topics	199-200



GRI/ SASB standard airlines

MATERIAL TOPIC	TABLE OF CONTENTS	PAGES
CLIMATE CHANGE STRATEGY		
GRI 3 MATERIAL TOPICS	3-3 Management of material topics	140-150, 262-270
V SASB AIRLINES- GHG EMISSIONS	TR-AL-110a.1 Gross global Scope 1 emissions	149, 162
	TR-AL-110a.2 Analysis of the long- and short-term strategy or plan to manage Scope 1 emissions, emission reduction targets and analysis of outcomes related to these targets	127, 140-149, 258-266
	TR-AL-110a.3 Total fuel consumed, percentage alternative, percentage sustainable	137, 265
GRI 302: ENERGY 2016	302-1 Energy consumption within the organization	136-137, 162
	302-3 Energy intensity	136, 162
GRI 305: EMISSIONS 2016	305-1 Direct (Scope 1) GHG emissions	149, 162
	305-2 Energy indirect (Scope 2) GHG emissions	149, 162
	305-3 Other indirect (Scope 3) GHG emissions	149-150, 162
	305-4 GHG emissions intensity	150
	305-5 Reduction of GHG emissions	127, 149
	305-6 Emissions of ozone-depleting substances	265
	305-7 Nitrogen oxides (NOx), sulfur oxides (SOx), and other significant air emissions	265
MATERIAL TOPIC: DIGITAL TRANSFORMATION AND CYBERSECURITY		
GRI MATERIAL TOPICS	3-3 Management of material topics	103-109
GRI 418: CUSTOMER PRIVACY	418-1 Substantiated complaints regarding breaches of customer privacy and loss of customer data	60, 108
MATERIAL TOPIC: CUSTOMER EXPERIENCE		
GRI 3 MATERIAL TOPICS	3-3 Management of material topics	89-101
OTHER INDICATORS	Net Promoter Score	98, 100
	OTP (on time performance)	100 y 110



MATERIAL TOPIC	TABLE OF CONTENTS	PAGES
SUSTAINABLE INNOVATION		
GRI 3 MATERIAL TOPICS	3-3 Management of material topics	151-158, 267-268
GRI 306: WASTE 2020	306-2 Management of significant waste-related impacts	151-158
	306-3 Waste generated	138-139
	306-4 Residuos no destinados a eliminación	139, 162
	306-5 Waste directed to disposal	139, 162
OPERATIONAL SAFETY		
GRI 3 MATERIAL TOPICS	3-3 Management of material topics	164-180
GRI 403: OCCUPATIONAL HEALTH AND SAFETY 2018	403-1 Occupational health and safety management system	171-172
	403-2 Hazard identification, risk assessment and incident investigation	171-176
	403-5 Occupational health and safety training for employees	173-174
	403-7 Prevention and mitigation of occupation health and safety impacts directly linked by business relationships	167-175
	403-9 Work-related injuries	176
SASB AIRLINES- ACCIDENT AND SAFETY MANAGEMENT	TR-AL- 540a.1 Description of implementation and outcomes of a Safety Management System	164-180
	TR-AL-540a.2 Number of aviation accidents	180
	TR-AL-540A.3 Number of governmental enforcement actions of aviation safety regulations	180
FLEET EFFICIENCY		
GRI 3 MATERIAL TOPICS	3-3 Management of material topics	84-88, 146, 286
SASB AIRLINES - ACTIVITY METRICS	TR-AL-000.A Available seat-kilometers (ASK)	88
	TR-AL-000.B Passenger load factor	88
	TR-AL-000.C Revenue passenger-kilometers (RPK)	88
	TR-AL-000.D Revenue ton-kilometers (RTK)	88
	TR-AL-000.E Number of exits	88
	TR-AL-000.F Average age of fleet	84



MATERIAL TOPIC	TABLE OF CONTENTS	PAGES
TEAM		
GRI 3 MATERIAL TOPICS	3-3 Management of material topics	111-123
GRI 401: EMPLEO 2016	401-1 Hiring of new employees and staff turnover	117-118, 123
	401-2 Benefits for full-time employees that are not provided to part-time or temporary workers	119-120
	401-3 Postnatal leave	120, 277
GRI 404: TRAINING AND EDUCATION 2016	404-1 Average hours of training per year per employee	115, 279
	404-3 Percentage of employees receiving regular performance and career development evaluations	116
SASB AIRLINES - LABOR PRACTICES	TR-AL-310a.1 Percentage of active workforce covered under collective bargaining agreements	275
	TR-AL-310a.2 Number of work stoppages and total days idle	275
OTHER INDICATORS	Organizational Health Index (OHI)	114
ECOSYSTEM PROTECTION		
GRI 3 MATERIAL TOPICS	3-3 Management of material topics	145
CONTINUOUS ADAPTATION TO THE ENVIRONMENT		
GRI 3 MATERIAL TOPICS	3-3 Management of material topics	62-66, 238-255
CONNECTIVITY AND REGIONAL DEVELOPMENT		
GRI 3 MATERIAL TOPICS	3-3 Management of material topics	159-161
GRI 201: ECONOMIC PERFORMANCE 2016	201-1 Direct economic value generated and distributed	27
GRI 203: INDIRECT ECONOMIC IMPACTS 2016	203-1 Infrastructure investments and services supported	162
	203-2 Significant indirect economic impacts	79-80, 82
OTHER INDICATORS	Destinations	14



MATERIAL TOPIC	TABLE OF CONTENTS	PAGES
HUMAN RIGHTS		
GRI 3 MATERIAL TOPICS	3-3 Management of material topics	131
GRI 405: DIVERSITY AND EQUAL OPPORTUNITIES 2016	405-1 Diversity of governing bodies and employees	121-122, 269-274
	405-2 Ratio between basic salary and remuneration of women and men	122
GRI 406: NON-DISCRIMINATION 2016	406-1 Cases of discrimination and corrective actions taken	59-60
ETHICS AND COMPLIANCE		
GRI 3 MATERIAL TOPICS	3-3 Management of material topics	55-61
GRI 205: ANTI-CORRUPTION 2016	205-2 Communication and training about anti-corruption policies and procedures	58, 60, 194
	205-3 Confirmed incidents of corruption and measures taken	56, 58, 60
GRI 206: ANTI-COMPETITIVE BEHAVIOR 2016	206-1 Legal actions for anti-competitive behavior, anti-trust, and monopoly practices	55
GRI 415: PUBLIC POLICY 2016	415-1 Political contributions	57, 222-223
SASB AIRLINES- ANTI-COMPETITIVE BEHAVIOR	TR-AL-520a.1 Total amount of monetary losses as a result of legal proceedings associated with anti-competitive behavior regulations	56
ACCOUNTABILITY AND COLLABORATION WITH SUPPLIERS		
GRI 3 MATERIAL TOPICS	3-3 Management of material topics	181-196
GRI 414: SUPPLIER SOCIAL EVALUATION	GRI 414-1 New suppliers that have passed selection filters according to social criteria	187
	GRI 414-2 Negative social impacts on the supply chain and measures taken	196
OTHER GRI AND SASB INDICATORS REPORTED		
GRI 303: WATER AND EFFLUENTS 2018	303-3 Water extraction	135



CONTENT INDEX

NCG N°519

CHILEAN GENERAL REGULATION NO. 519

NCG 519: 1. ÍNDICE DE CONTENIDOS

2. ORGANIZATION'S PROFILE

2.1 Mission, vision, purpose and values	16
2.2 Historical Information	19-20
2.3 Ownership	
2.3.1 Control situation	34
2.3.2 Major changes in ownership or control	35-37
2.3.3 Identification of majority partners or shareholders	35, 37
2.3.4 Stocks, their characteristics and rights	31, 34, 37-38, 55
2.3.5 Other Securities	34

3. CORPORATE GOVERNANCE

3.1 Governance framework	33, 48-49, 55-58, 67-68, 102, 117, 121, 131, 146-147, 160, 198, 258
3.2 Board of Directors	40-48, 58, 63, 220
3.3 Board Committees	33, 46-48, 63, 218-220
3.4 Senior Executives	35, 50-54
3.5 Adherence to national or international codes	55
3.6 Risk management	48, 52, 55-56, 58-59, 61-66, 107, 117, 147, 238-255, 258-262
3.7 Relationship with stakeholders and the general public	39-40, 67-68

4. STRATEGY

4.1 Time horizons	213
4.2 Strategic objectives	17, 48, 125, 130
4.3 Investment plans	29-30

5. PEOPLE

5.1 Staffing	
5.1.1 Number of individuals by sex	122, 269
5.1.2 Number of individuals by nationality	270-272
5.1.3 Number of individuals by age range	273
5.1.4 Labor seniority	273
5.1.5 Number of individuals with disabilities	274
5.2 Labor formality	274
5.3 Work adaptability	274
5.4 Wage equity by sex	
5.4.1 Equality policy	121-122
5.4.2 Wage gap	122
5.5 Workplace and sexual harassment	59-61
5.6 Job safety	171-176
5.7 Postnatal leave	119-120, 277-278
5.8 Training and benefits	115, 119-120, 279
5.9 Outsourcing policy	194

6. BUSINESS MODEL

6.1 Industrial sector	14-15, 67, 76-78, 80, 82, 225-231
6.2 Businesses	14-15, 25, 76, 96, 110, 182, 184, 214-215
6.3 Stakeholders	67-69
6.4 Properties and facilities	211-212
6.5 Subsidiaries, partners and investments in other companies	
6.5.1 Subsidiaries and partners	372-386
6.5.2 Investment in other companies	N/A

7. SUPPLIERS

7.1 Payment to suppliers	195-196
7.2 Supplier assessment	186-188, 191, 196

8. LEGAL AND REGULATORY COMPLIANCE

8.1 Regarding customers	56
8.2 Regarding its workers	56, 59
8.3 Environmental	133-134
8.4 Free competition	56
8.5 Others	56

9. SOSTENIBILIDAD

9.1 Métricas SASB	56, 84, 88, 126, 137, 140, 149, 162, 164, 166, 168, 179-180
9.2 Verificación independiente	5, 208

10. RELEVANT OR ESSENTIAL EVENTS

11. COMMENTS FROM SHAREHOLDERS AND THE BOARD OF DIRECTORS	220

12. FINANCIAL INFORMATION



GLOSSARY

ADR: American Depositary Receipt

AFPs: Spanish acronym for Chilean Pension Fund Managers

ANAC: National Civil Aviation Agency—Brazil

ASK: Available seat kilometers (equivalent to the number of available seats multiplied by the distance traveled)

ATK: Available ton-kilometers (equivalent to the total available capacity in tons multiplied by the distance flown)

CMF: Spanish acronym for the Financial Market Commission (Chile)

CORSIA: United Nations Carbon Offsetting and Reduction Scheme for International Aviation

DIP: Debtor-in-Possession, a financing mechanism provided for in Chapter 11 of the U.S. law in which loan creditors have priority in receiving securities)

EBITDA: Earnings Before Interest, Taxes, Depreciation, and Amortization

EBITDAR: Earnings Before Interest, Taxes, Depreciation, Amortization, and Rent

GHG: Greenhouse gases

GRI: Global Reporting Initiative

IATA: International Air Transport Association

IEnvA: IATA Environmental Assessment

IFRS: International Financial Reporting Standard

IOSA: IATA Operational Safety Audit JBA: Joint Business Agreement

LSA: Chilean Corporations Act.

MRO: Maintenance, Repair, and Overhaul

NPS: Net Promoter Score

NYSE: New York Stock Exchange

ICAO: International Civil Aviation Organization.

SDG: United Nations’ Sustainable Development Goals.

OHI: Organizational Health Index

UN: United Nations Organization

OTC: Over-the-counter (financial instruments are traded directly between the parties, outside the scope of organized markets)

OTP: On-time performance or Punctuality Indicator (measures the capacity of an airline or transport company to operate its flights or services within the scheduled timetable)

SSC: Spanish-speaking countries

RASK: Available seat-kilometer (equivalent to the efficiency of the airline, obtained by dividing the operating income by the ASK)

RPK: Revenue passenger-kilometer (equivalent to total paid passengers multiplied by distance traveled)

RTK: Revenue ton-kilometer (equivalent to total tons transported multiplied by distance traveled)

SEC: US Securities and Exchange Commission

TDLC: Spanish acronym for the Chilean Antitrust Court



EXTERNAL ASSURANCE



INDEPENDENT PRACTITIONER’S LIMITED ASSURANCE REPORT ON LATAM AIRLINES GROUP S.A.’S IDENTIFIED SUSTAINABILITY INFORMATION

(A free translation from the original in Spanish)

Santiago, March 7th, 2025

To the Shareholders and Board of Directors
LATAM Airlines Group S.A.

Scope

We have undertaken a limited assurance engagement on the sustainability information identified below included in LATAM Airlines Group S.A.’s integrated report for the year ended on December 31st, 2024 ('the 2024 Integrated Report') (the 'Identified Sustainability Information'). This engagement was conducted by a multidisciplinary team.

Identified Sustainability Information

The Identified Sustainability Information for the year ended on December 31st, 2024, includes the GRI and SASB indicators specified in the section 'GRI and SASB Content Index' of Chapter 11 'About the Report' (pages 201 to 205) and the data for the Corporate Sustainability Assessment (CSA) indicated on pages 135, 137, 139, 149, 150, 176, 187, 196, 269, 272, 280 and 281 of the Integrated Report.

Our limited assurance engagement was performed on the year ended December 31st, 2024, information only and we have not performed any procedures with respect to earlier periods or any other elements included in the 2024 integrated report and, therefore, do not express any conclusion thereon.

Criteria

The criteria used by LATAM Airlines Group S.A. to prepare the Identified Sustainability Information are established in the Prologue on page 4 and in the section 'GRI and SASB Content Index' of Chapter 11 'About the Report', on page 201 of the 2024 Integrated Report (hereinafter 'the Criteria'), and considers the standards set by the Global Reporting Initiative (GRI) and the Sustainability Accounting Standards Board (SASB).

LATAM Airlines Group S.A. Responsibility for the Identified Sustainability Information

LATAM Airlines Group S.A. management is responsible for the preparation of the Identified Sustainability Information in accordance with the Criteria. This responsibility includes the design, implementation and maintenance of internal control relevant to the preparation of Identified Sustainability Information that is free from material misstatement, whether due to fraud or error.

Inherent limitations

The absence of a significant body of established practice on which to draw to evaluate and measure non-financial information allows for different, but acceptable, measures and measurement techniques and can affect comparability between entities. In addition, GHG quantification is subject to inherent uncertainty because of incomplete scientific knowledge used to determine emissions factors and the values needed to combine emissions of different gases. The selection by management of different but acceptable measurement techniques could have resulted in materially different amounts or metrics.

Our independence and quality management

We have complied with the independence and other ethical requirements of the International Code of Ethics for Professional Accountants (including International Independence Standards) issued by the International Ethics Standards Board for Accountants (IESBA Code), which is founded on fundamental principles of integrity, objectivity, professional competence and due care, confidentiality and professional behavior.

The firm applies International Standard on Quality Management 1, which requires the firm to design, implement and operate a system of quality management including policies or procedures regarding compliance with ethical requirements, professional standards and applicable legal and regulatory requirements.

Our responsibility

Our responsibility is to express a limited assurance conclusion on the Identified Sustainability Information based on the procedures we have performed and the evidence we have obtained. We conducted our limited assurance engagement in accordance with International Standard on Assurance Engagements 3000 (Revised), Assurance Engagements other than Audits or Reviews of Historical Financial Information, issued by the International Auditing and Assurance Standards Board. These standards require that we plan and perform this engagement to obtain limited assurance about whether the Identified Sustainability Information is free from material misstatement.

A limited assurance engagement involves assessing the suitability in the circumstances of LATAM Airlines Group S.A. use of the Criteria as the basis for the preparation of the Identified Sustainability Information, assessing the risks of material misstatement of the Identified Sustainability Information whether due to fraud or error, responding to the assessed risks as necessary in the circumstances, and evaluating the overall presentation of the Identified Sustainability Information. A limited assurance engagement is substantially less in scope than a reasonable assurance engagement in relation to both

the risk assessment procedures, including an understanding of internal control, and the procedures performed in response to the assessed risks. The procedures we performed were based on our professional judgment and included inquiries, observation of processes performed, inspection of documents, analytical procedures, evaluating the appropriateness of quantification methods and reporting policies, and agreeing or reconciling with underlying records.

Given the circumstances of the engagement, in performing the procedures listed above we:

- Made inquiries of the persons responsible for the Identified Sustainability Information.
- Obtained an understanding of the process for collecting and reporting the Identified Sustainability Information;
- Performed limited substantive testing on a selective basis of the Identified Sustainability Information at corporate head office to check that data had been appropriately measured, recorded, collated and reported; and is consistent with its supporting documents and/or comes from sources that have verifiable supports;
- Verified that the financial information included as part of the Identified Sustainability Information is derived either from accounting records or from financial statements audited by an independent auditing firm as of December 31st, 2024.

The procedures performed in a limited assurance engagement vary in nature and timing from, and are less in extent than for, a reasonable assurance engagement. Consequently, the level of assurance obtained in a limited assurance engagement is substantially lower than the assurance that would have been obtained had we performed a reasonable assurance engagement. Accordingly, we do not express a reasonable assurance opinion about whether LATAM Airlines Group S.A. Identified Sustainability Information has been prepared, in all material respects, in accordance with the Criteria.

Limited assurance conclusion

Based on the procedures we have performed and the evidence we have obtained, nothing has come to our attention that causes us to believe that LATAM Airlines Group S.A.’s Identified Sustainability Information included in the Integrated Report for the year ended on December 31st, 2024, is not prepared, in all material respects, in accordance with the Criteria.

DocuSigned by:

6FFCA6E397DF4DC...

Héctor Cabrera M.
Partner



INDEPENDENT REVIEW REPORT OF LATAM DOUBLE MATERIALITY STUDY 2023

Mr.
Juan José Tohá,
Director of Corporate Affairs and Sustainability
LATAM Airlines
Present

From our consideration:

We have reviewed the following aspects of the Double Materiality Study carried out by LATAM Airlines Group S.A (LATAM):

Standard & Scope

The review of the double materiality study was carried out in accordance with the European Sustainability Reporting Standard (ESRS), an initiative of the European Financial Reporting Advisory Group (EFRAG) in collaboration with the Corporate Sustainability Reporting Directive (CDRS) of the European Commission. The ESRS standard incorporates both methodological and disclosure criteria. This independent review is limited only to the analysis of the methodological criteria. The requirements associated with the disclosure stage were not considered in the scope of the process of preparing the double materiality study and, therefore, not in the independent review.

Independent Review Process

Our review work has consisted of the analysis of the evidence provided by LATAM to support the exercise it carried out for its double materiality study. In each of the steps, the respective evidence was analyzed to understand how the analysis was carried out and whether it aligned with what was required by the ESRS and ESRS 2. For this review, we examined the application of analytical procedures and study tests described below:

- We met with the counterpart in charge of preparing the double materiality study to clarify doubts and review the methodology applied.
- We analysed the evidence presented to verify the analysis process, including the methodological application, the results obtained and the parties involved in the process.
- We carried out review tests of quantitative and qualitative information, ensuring that the methodological requirements established by the standard were met.

Conclusions

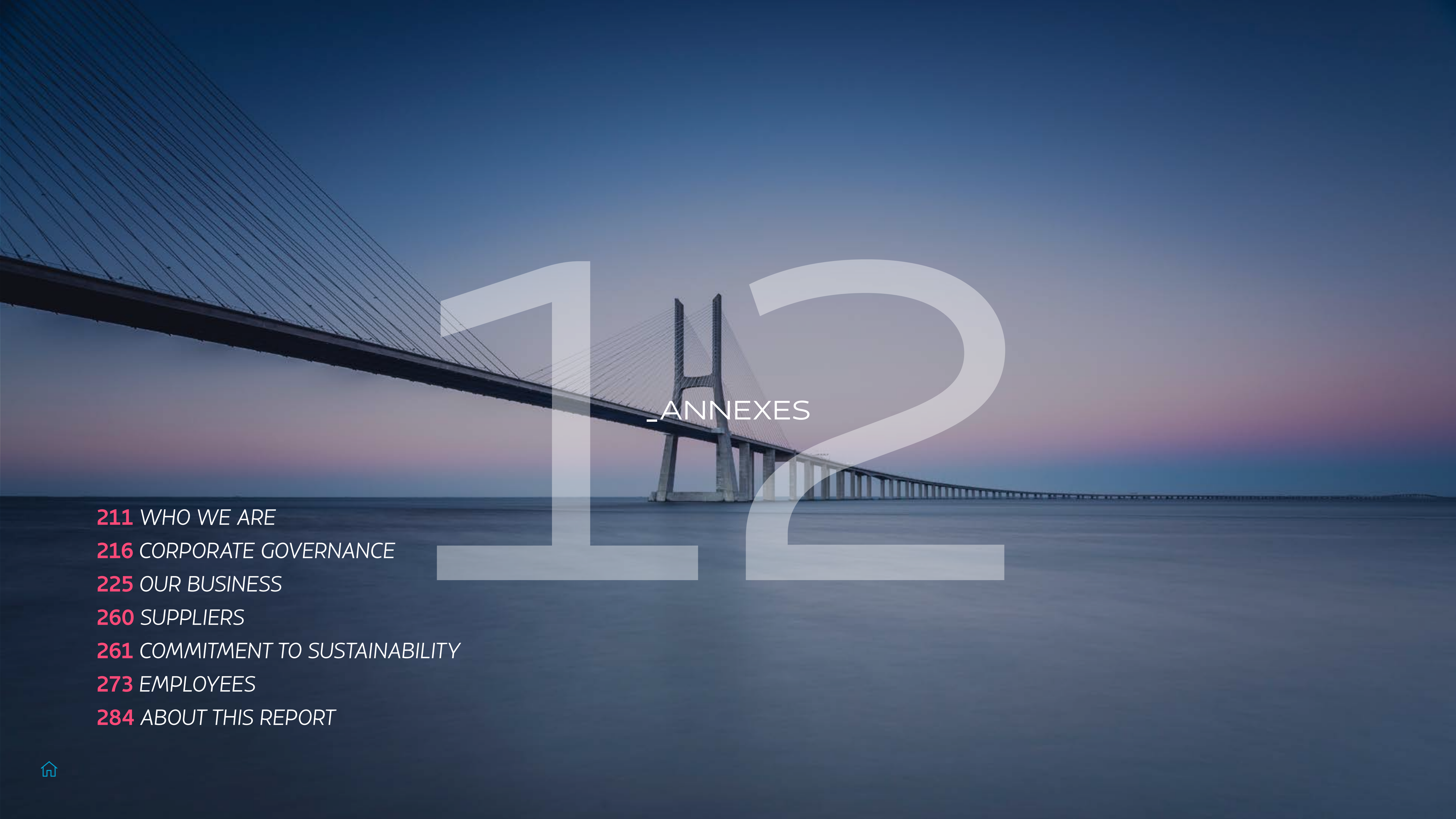
As a result of the independent review process, having evaluated the criteria mentioned in the Business Sustainability Reporting Standard (ESRS), we can conclude that the evidence has been presented to indicate that the Double Materiality Study conducted by LATAM was carried out following the guidelines established in ESRS 1 and ESRS 2. Specifically, the following sections of the ESRS standard were reviewed: 1 3; 3.1; 3.2; 3.3; 3.4; 3.5; 3.6; 3.7 and ESRS 2 SBM-3; IRO-1; IRO-2.

We appreciate LATAM's cooperation and willingness during the review process. If you have any questions or require more information, please do not hesitate to contact us.

Manuel Gálvez
Partner
Mar 21, 2024

Note: The letter corresponds to the verification of the previous year (2023), as it has been decided to maintain the previous double materiality analysis without changes.

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12

_ANNEXES

211 WHO WE ARE

216 CORPORATE GOVERNANCE

225 OUR BUSINESS

260 SUPPLIERS

261 COMMITMENT TO SUSTAINABILITY

273 EMPLOYEES

284 ABOUT THIS REPORT



WHO WE ARE

GRI 2-1

LATAM AIRLINES GROUP S.A.

RUT: 89.862.200-2

ADDRESS: SANTIAGO (CHILE)

TRADE NAMES: LATAM AIRLINES, LATAM AIRLINES GROUP, LATAM GROUP, LAN AIRLINES, LAN GROUP AND/OR LAN.

LEGAL INCORPORATION

It was established as a Limited Liability Company via a public deed dated December 30, 1983 before Notary Eduardo Avello Arellano; an excerpt of this deed is recorded in the Santiago Commerce Registry on page 20,341 item 11,248 of the year 1983, and published in the Official Gazette on December 31, 1983.

Pursuant to the public deed dated August 20, 1985, granted by Notary Miguel Garay Figueroas Office, the company became a Limited Corporation known as Línea Aérea Nacional Chile S.A. (now, LATAM Airlines Group S.A.) which, by express provision of law N° 18,400, has the quality of legal follower of the state-owned company created in the year 1929 under the name Línea Aérea Nacional de Chile, pursuant to the aeronautical and radio communications concessions, traffic rights, and other administrative concessions.

COMPANY PURPOSE

- To market air and/or ground transportation in any of its forms, be it for passengers, cargo, mail, and anything directly or indirectly related to that activity within or outside the country, on its own behalf or for third parties.

- To render services related to the maintenance and repair of its own or third parties' aircraft.
- To develop and operate other activities derived from and/or related, connected, contributing, or complementary to the company's corporate purpose;
- Trade and development of activities related to travel, tourism, and lodging.
- To develop and operate other activities derived from and/or related, connected, contributing, or complementary to the company's corporate purpose;
- To participate in partnerships of any kind that will enable the company to fulfill its goals.

PROPERTY, PLANT AND EQUIPMENT

NCG 519: 6.4.I PROPERTIES AND FACILITIES

Chile

Headquarters: The main corporate facility is located in Las Condes, where 6,750 m² are leased for the executive offices in a central location of Santiago, Chile. This space is distributed in seven floors along one building.

Maintenance Base: The 162,500 m² maintenance base is located on a site owned by LATAM group inside Comodoro Arturo Merino Benítez International Airport. This facility contains our aircraft hangar (12,000 m²), warehouses (10,000 m²), workshops (5,300 m²) and offices (11,000 m²), other spaces (22,500m²), as well as a 98,000 m² aircraft parking area capable of accommodating up to seventeen short-haul aircraft. In addition, LATAM group leases from Sociedad Concesionaria Nuevo Pudahuel S.A. approximately 6,320 m² of space inside the Comodoro Arturo Merino Benítez International Airport for operational and service purposes.

Other Facilities: LATAM group owns 58,000 m² of land and a building on the west side of the Comodoro Arturo Merino Benítez International Airport that houses a flight-training center. This facility features three full-flight simulators (which are not property of LATAM), one for Boeing 787 and two for Airbus A320 aircraft. In addition, LATAM group has 388,000 m2 of unused land.

Fast Air Almacenes de Carga S.A., one of our affiliates that operates import customs warehouses, uses a 10,500 m² warehouse located at Comodoro Arturo Merino Benítez International Airport.



Brazil

Headquarters: LATAM Airlines Brazil's main facilities are located in São Paulo, in hangars within the Congonhas Airport and nearby. At Congonhas Airport, LATAM Airlines Brazil leases office facilities in converted hangars belonging to INFRAERO (the Local Airport Administrator). These facilities comprise an area of approximately 38,807 m².

Headquarters of the Presidency: The Headquarters of the Presidency and Service Academy is located at Rua Atica, about 2.5 km from Congonhas Airport. This property, which LATAM Airlines Brazil owns, is used for human resources selection, medical services, training, mock-ups and offices- The Service Academy comprises 15,342 m² of land area and 9,032 m² of building area.

Maintenance Base: The Maintenance, Repair, and Overhaul (MRO) facility, located in the city of São Carlos in the state of São Paulo, is one of LATAM Airlines Brazil's most important infrastructure assets. The facility spans a total area of 120 hectares, including a legal reserve and preservation area. Our MRO has 97,500 m² of built-up area, comprising eight hangars, with the ongoing construction of Hangar 9, which will add an additional 5,000 m², as well as 11,000 m² of apron area.

In addition, LATAM Airlines Brazil operates at Hangars II and V in Congonhas Airport, leased from INFRAERO. This facility covers 23,886 m² of offices and hangars and accommodates approximately 1,300 workstations. It also serves as the base for critical operations, including aircraft maintenance, procurement, aeronautical materials logistics and retrofitting departments.

Other Facilities: In São Paulo, LATAM Airlines Brazil has other facilities, including a call center building with 3,199 m², distributed over five floors (plus a ground floor and a basement) that currently holds about 272 workstations and support rooms (meetings / training / dining room / coordination) of the operations of call center reservations, and other ABSA back office services.

In Guarulhos, LATAM has a total area of approximately 12,649 m² distributed within the passenger terminal, including areas such as check-in, ticket sales, check-out, operations areas, a VIP Lounge and aircraft maintenance spaces. The Hangar Complex adds an area of 65,080 m². The cargo terminal has 252 m² of office and 17,215 m² of open area. Our distribution center supplies area occupies 3,030 m².

New Facilities: LATAM Airlines Brazil completed several infrastructure projects in Brazil during 2024, including:

- Improvements and adaptations at GRU Airport to align with updated quality standards.
- Continued progress on the project to modernize visual communication across cargo terminals.
- The launch of a project to adapt non-administrative buildings and ensure compliance with accessibility standards.
- The implementation of a new cargo terminal in Vitória da Conquista to support growing operational demands.
- The commencement of constructions for a state-

of-the-art maintenance hangar (Hangar 9) at the São Carlos MRO facility.

- The beginning of studies and project planning for the reorganization and optimization of operational areas at Congonhas Airport.

OTHER LOCATIONS

We occupy a 36.3-acre site at the Miami International Airport that has been leased to us under a concession agreement by the Miami Dade Aviation Department. Our facilities include a 13,609 m² corporate building, a 115,824 m² cargo warehouse (including 35,561 m² refrigerated area) and a 238,658 m² aircraft-parking platform. These facilities were constructed and are now leased to us under a long-term contract by Aeroterm, a division of Realterm. For the year ended 2024, we paid US\$11.5 million in rent under the foregoing leases.

In February 2014, the Company entered into a lease agreement with Miami-Dade County covering approximately 1.81 acres of land located on the grounds of the Miami International Airport. The lease has a term of 30 years with a total annual land cost of US\$239,671. Under the lease, we retained the right to construct a hangar facility on the leased premises.

The Company completed construction in November 2015 and the hangar has been operational since June 2016. The property has a 15,479 m² aircraft maintenance space, sufficient to house a Boeing 777 aircraft, in addition to a 9,888 m² area designated for office space. Total investment in this hangar in construction and related expenditures by LATAM

was US\$16.5 million.

Additionally, LATAM Airlines Paraguay owns 2 hangars at the Silvio Pettirossi Airport in the city of Asuncion with a 37,535 m² area, currently not in use.

LATAM Airlines Peru is in the process of constructing new airport facilities covering 4,000 m² and an aircraft maintenance platform covering 65,000 m². Both projects are being developed at the new Jorge Chavez Airport in the city of Lima.

Useful Life of Assets:

NCG 519: 4.1 TIME HORIZONS

Method used to estimate depreciation of Property, Plant and Equipment:

	USEFUL LIFE (YEARS)		
	DEPRECIATION METHOD	MINIMUM	MAXIMUM
Buildings	Linear with no residual value	20	50
Plant and Equipment	Linear, with residual value of 20% in the short-range fleet and 36% in the long-haul fleet (*)	5	30
Information technology equipment	Linear with no residual value	5	10
Fixed facilities and accessories	Linear with no residual value	10	10
Motor vehicles	Linear with no residual value	10	10
Leasehold improvements	Linear with no residual value	5	8
Right-of-use assets	Linear with no residual value	1	5

(*) Except for the Boeing 767-300ER, Boeing 777-300ER, Airbus A320 Family and Boeing 767-300F fleets, which have a lower residual value due to the extension of their useful lives to 22, 23, 25 and 30 years, respectively. In addition, certain technical components are depreciated based on cycles and hours flown.
Note: See more in Financial Statements, Note 16 - PROPERTY, PLANT AND EQUIPMENT.



**RESEARCH AND DEVELOPMENT, PATENTS
AND LICENSES, ETC.**

NCG 519: 6.2.V, 6.2.VI AND 6.2.VII BUSINESSES
GRI 2-1

LATAM has been registered and/or renewed in Argentina, Australia, Bolivia, Brazil, Canada, Chile, China, Colombia, Costa Rica, Cuba, Dominican Republic, Ecuador, El Salvador, the European Union, Guatemala, Honduras, Hong Kong, India, Japan, Mexico, Nicaragua, New Zealand, Panama, Paraguay, Peru, South Korea, Taiwan, Uruguay, the United States, United Kingdom and Venezuela.

LATAM AIRLINES has been registered and/or renewed in Argentina, Bolivia, Brazil, Chile, China, Colombia, Costa Rica, Cuba, Dominican Republic, Ecuador, El Salvador, the European Union, Guatemala, Honduras, India, Japan, Mexico, Nicaragua, Panama, Paraguay, Peru, South Korea, Spain, Taiwan, United Kingdom, Uruguay and Venezuela.

LATAM AIRLINES BRASIL has been registered and/or renewed in Brazil; LATAM AIRLINES ARGENTINA has been registered and/or renewed in Argentina; LATAM AIRLINES COLOMBIA has been registered and/or renewed in Colombia; LATAM AIRLINES ECUADOR has been registered and/or renewed in Ecuador; LATAM AIRLINES PARAGUAY has been registered and/or renewed in Paraguay and LATAM AIRLINES PERU has been registered and/or renewed in Peru.

LAN has been registered and/or renewed in Argentina, Australia, Bolivia, Brazil, Chile, Colombia, Costa Rica, Cuba, Dominican Republic, Ecuador, El Salvador, the European Union, Guatemala, Honduras, Hong Kong,

India, Japan, Mexico, Nicaragua, New Zealand, Panama, Paraguay, Peru, South Korea, Taiwan, Uruguay, the United States, United Kingdom and Venezuela.

LAN AMERICA has been registered and/or renewed in Bolivia; LAN BOLIVIA has been registered and/or renewed in Bolivia; LAN CHILE has been registered and/or renewed in Chile, Argentina, Paraguay, Peru, United Kingdom, the European Union; LANPERU has been registered and/or renewed in Costa Rica; Paraguay, Venezuela; LAN PERU has been registered and/or renewed in Brazil and Peru; TAM has been registered and/or renewed in Argentina, Brazil, China, Colombia, South Korea, Hong Kong, Macao, Mexico, Paraguay, Peru, United Kingdom, the European Union, Uruguay, the United States and Venezuela.

LANTAM GRUPO LATAM AIRLINES has been registered and/or renewed in Ecuador. LATAM CORPORATE has been registered and/or renewed in Argentina, Bolivia, Colombia, Chile, Costa Rica, Ecuador, El Salvador, Guatemala, Honduras, Mexico, Nicaragua, Panama, Paraguay, Peru, Dominican Republic, the European Union, United Kingdom and Uruguay.

LATAM LINEAS AEREAS has been registered and/or renewed in Argentina, Chile, Colombia, Ecuador and Peru; LATAM MRO has been registered and/or renewed in Argentina; Bolivia, Brazil, Chile, Colombia, Ecuador, Mexico, Paraguay, Peru, the European Union, United Kingdom, Uruguay, the United States and Venezuela.

LATAM CARGO has been registered and/or renewed and/or renewed in Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, Mexico, Paraguay, Peru, the European Union, United Kingdom, Uruguay, the United

States and Venezuela; LATAM CARGO BRASIL has been registered and/or renewed in Brazil; LATAM CARGO COLOMBIA has been registered and/or renewed in Colombia; LINEA AEREA CARGUERA DE COLOMBIA has been registered and/or renewed in Colombia; LATAM CARGO MEXICO has been registered and/or renewed in Mexico; LAN CARGO MEXICO has been registered and/or renewed in Mexico; ABSA has been registered and/or renewed in Chile; LAN CARGO COLOMBIA has been registered and/or renewed in Colombia; LAN ECUADOR has been registered and/or renewed in Ecuador, United Kingdom and the European Union; TAM CARGO been renewed in Brazil and Venezuela; TAM CARGO CONVENCIONAL has been registered and/or renewed in Brazil.

LATAM CARGO GROUP has been registered and/or renewed in Argentina, Colombia, Costa Rica, Ecuador, Guatemala, Mexico, Paraguay, Peru, Uruguay, Australia, Brazil, Canada, China, the European Union, India, United Kingdom and the United States.

LATAM CARGO ACERCANDO OPORTUNIDADES has been registered and/or renewed in Peru; ACERCANDO OPORTUNIDADES has been registered and/or renewed in Ecuador and Colombia; LATAM CARGO BRINGING OPPORTUNITIES CLOSER has been registered and/or renewed in the United States; LATAM CARGO APROXIMANDO OPORTUNIDADES has been registered and/or renewed in Brazil; CHILLCARGO has been registered and/or renewed in Chile.

LATAM FIDELIDADE has been registered and/or renewed in Argentina, Australia, Brazil, Chile, Colombia, Ecuador, Mexico, New Zealand, Paraguay, Peru, the European Union, United Kingdom, Uruguay and the United States; FIDELIDAD has been registered

and/or renewed in Argentina; FIDELIDADE has been registered and/or renewed in Argentina and Brazil.

LATAM PASS has been registered and/or renewed in Argentina, Australia, Bolivia, Brazil, Chile, Canada, Colombia, Ecuador, Mexico, New Zealand, Paraguay, Peru, the European Union, United Kingdom, Uruguay, the United States and Venezuela; LATAM PASS MILES has been registered and/or renewed in New Zealand and Australia; LAN PASS has been registered and/or renewed in Chile, Argentina, Brazil, Colombia, Mexico and Uruguay; LATAM TOURS has been registered and/or renewed in Argentina, Chile, Colombia, Ecuador and Peru; LATAM TRADE has been registered and/or renewed in Argentina, Bolivia, Brazil, Chile, Colombia, Costa Rica, Ecuador, El Salvador, Guatemala, Honduras, Mexico, Nicaragua, Panama, Paraguay, Peru, Dominican Republic, the European Union, United Kingdom and Uruguay; LATAM TRAVEL has been registered and/or renewed in Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, Mexico, Paraguay, Peru, the European Union, United Kingdom, Uruguay, the United States and Venezuela; LATAM TRAVEL SOLUTIONS has been registered and/or renewed in Panama; LATAM VIAGENS has been registered and/or renewed in Brazil; TAM VIAGENS has been renewed in Brazil and Venezuela; TAM VACATIONS has been renewed in Argentina and Brazil; DESTINOS LANTOURS has been registered and/or renewed in Peru.

LATAM, JUNTOS MÁS LEJOS has been registered and/or renewed in Argentina, Chile, and Ecuador; LATAM, TOGETHER, FURTHER has been registered and/or renewed in Australia, New Zealand, United Kingdom and the European Union.

LATAMPLAY has been registered and/or renewed



in Argentina, Brazil, Chile, Colombia and Ecuador; LATIN AIRLINE NETWORK has been registered and/or renewed in Chile; LIBREVOLADOR has been registered and/or renewed in Bolivia, Chile, Ecuador, Paraguay and Peru; LIBREVOLADORES has been registered and/or renewed in Bolivia, Chile, Ecuador, Paraguay and Peru; LIDERES DEL SERVICIO has been registered and/or renewed in Argentina.

LATAM AIRLINES, SANS FRONTIÈRES has been registered and/or renewed in France; LATAM AIRLINES, GRENZENLOS has been registered and/or renewed in Germany; LATAM AIRLINES, SIN FRONTERAS has been registered and/or renewed in Spain; LATAM, SIN FRONTERAS has been registered and/or renewed in Argentina, Bolivia, Chile, Colombia, Costa Rica, Cuba, Ecuador, El Salvador, Guatemala, Honduras, Mexico, Nicaragua, Panama, Paraguay, Peru, Dominican Republic, Uruguay and Venezuela. LATAM AIRLINES, SENZA FRONTIERE has been registered and/or renewed in Italy.

LATAM, SOSTENIBILIDAD: UN DESTINO NECESARIO has been registered and/or renewed in the European Union; LATAM UN DESTINO NECESARIO has been registered and/or renewed in Argentina, Chile, Colombia, Ecuador, Mexico and Peru; LATAM A NECESSARY DESTINATION has been registered and/or renewed in United Kingdom and the United States; LATAM DESTINADAS A ESTAR JUNTAS has been registered and/or renewed in Colombia and Peru.

LATAM VUELA NEUTRAL has been registered and/or renewed in Bolivia, Colombia, Mexico, Peru, the European Union and Uruguay; SOSELVA has been registered and/or renewed in Peru; POSITIVE FS POSITIVE FLIGHT SPECIFIC has been registered and/or

or renewed in Canada.

LATAM RECICLE SUA VIAGEM has been registered and/or renewed in Brazil and the European Union; LATAM RECICLA TU VIAJE has been registered and/or renewed in Argentina, Bolivia, Chile, Colombia, Ecuador, Mexico, Peru, the European Union, Paraguay and Uruguay.

LATAM 1+1 COMPENSAR PARA CONSERVAR has been registered and/or renewed in Argentina, Brazil, Chile, Ecuador, Mexico and the European Union. LATAM 1+1 OFFSET TO CONSERVE has been registered and/or renewed in Australia, Canada, United Kingdom, New Zealand and the United States. LATAM SEGUNDO VUELO has been registered and/or renewed in Argentina, Bolivia, Chile, Colombia, Ecuador, Mexico, Paraguay, Peru, the European Union and Uruguay; LATAM SECOND FLIGHT has been registered and/or renewed in Australia, United Kingdom, the United States, Canada and New Zealand.

LATAM AVIÓN SOLIDARIO has been registered and/or renewed in Argentina, Bolivia, Chile, Colombia, Ecuador, the European Union, Mexico, Peru, Paraguay and Uruguay; LATAM AVIÃO SOLIDÁRIO has been registered and/or renewed in Brazil.

VOLAMOS POR TI has been registered and/or renewed Colombia; EN LATAM VOLAMOS POR TI has been registered and/or renewed Colombia.

CYBER LATAM has been registered and/or renewed in Chile.

TAM has filed for trademark registration, registered or renewed the following trademarks in Brazil: AJATO,

BUSINESS CLASSIC, BUSINESS PLUS, CLASSIC FIDELIDADE, FIRST, LATAM, LATAM 1+1 COMPENSAR PARA CONSERVAR, LATAM AIRLINES, LATAM AIRLINES BRASIL, LATAM AVIÃO SOLIDÁRIO, LATAM CARGO, LATAM CARGO APROXIMANDO OPORTUNIDADES, LATAM CARGO BRASIL, LATAM DESTINADAS A ESTAREM JUNTAS, LATAM FIDELIDADE, LATAM LINHAS AÉREAS, LATAM MRO, LATAM PASS, LATAM RECICLE SUA VIAGEM, LATAM SEGUNDO VOO, LATAM SEM FRONTEIRAS, LATAM SEXTAS COMPENSAM, LATAM TRADE, LATAM TRAVEL, LATAM VIAGENS, LATAM WALLET, LATAMPLAY, LOGO ASOCIADO A MARCA LATAM, MAX, MEGA PROMO, MERCADO LATAM, MUSEU TAM, PAIXÃO PELO RIO TAM, PROMO, RED REPORT, RELAX, TAM, TAM AIRLINES, TAM BUSCA PREÇO, TAM CARGO, TAM CARGO CONVENCIONAL, TAM CARGO PRÓXIMO DIA, TAM CARGO PRÓXIMO VÔO, TAM ESPAÇO +, TAM ESPAÇO MAIS, TAM EXPRESS, TAM MILOR, TAM PREMIUM BUSINESS, TAM PREMIUM ECONOMY, TAM SEARCH BY PRICE, TAM TARIFA LIGHT, TAM TARIFA MAX, TAM TARIFA PROMO, TAM TARIFA TOP, TAM VACATIONS, TAM VIAGENS, UM DESTINO NECESSÁRIO, VAMOS LATAM.

INSURANCE

NCG 519: 6.2 BUSINESSES

Aviation Insurance

The LATAM group has Aviation Insurance that includes hull and liability coverage, ensuring protection against the risks inherent to aviation operations. This policy provides coverage for damages to aircraft, engines, and parts, while also including third-party liability, such as passengers and cargo.

This insurance is managed in collaboration with the IAG Group, which includes British Airways, Iberia, and their subsidiaries and franchisees. As a result, the increase in negotiated volumes has allowed for improved coverage and access to more competitive conditions in terms of costs.

General Insurance

Additionally, the LATAM group has general insurance policies that cover various risks that could impact its assets and equity. In this context, it has a multi-risk coverage plan designed to protect against damages and losses resulting from fires, natural disasters, theft, and other incidents.

Automotive and Liability Insurance

The LATAM group also has automotive and liability insurance, further strengthening its protection against potential contingencies. Moreover, to safeguard the well-being of its team, the company provides life, supplementary health, and accident insurance for its personnel.



CORPORATE GOVERNANCE

Shareholders' Agreement

On or around the "Effective Date" of LATAM group's emergence from bankruptcy proceedings in the United States, in accordance with the terms and conditions of the "Reorganization Plan" that was approved and confirmed on June 18, 2022 by the Bankruptcy Court in said reorganization proceeding, the Backstop Creditors and the Backstop Stockholders of said Reorganization Plan entered into a Shareholders' Agreement that provides, among other things, that:

- For a two-year term following the Effective Date, the parties to the Shareholders' Agreement shall vote their shares so that the LATAM Airlines Group Board of Directors will comprise, both initially and in the filling of any vacancies thereon, nine directors, who in accordance with Chilean law, shall be appointed as follows:
 - Five directors, including the vice-chair of the LATAM Airlines Group Board of Directors, nominated by the Backstop Creditors; and
 - Four directors, including the chair of the LATAM Airlines Group Board of Directors (who shall be a Chilean national), nominated by the Backstop Shareholders.
- During the first five years after the Effective Date, in the event of a wind-down liquidation or dissolution of LATAM Airlines Group S.A., recoveries on the shares delivered in exchange for the New Convertible

Notes Class B to the extent the conversion option thereunder is exercised, shall be subordinated to any right of recovery for any shares delivered or to be delivered upon conversion of the New Convertible Notes Class A or New Convertible Notes Class C, in each case held by the Backstop Creditors on the Effective Date.

VOTING AGREEMENTS, TRANSFERS AND OTHER ARRANGEMENTS

Voting Agreements

The parties to the Holdco I shareholder's agreement and TAM shareholders agreement have agreed to vote their voting shares of Holdco I and shares of TAM so as to give effect to the agreements with respect to representation on the TAM board of directors discussed above.

Transfer Restrictions

As provided in the aforementioned shareholders' agreements, TEP Chile S.A. ("TEP Chile") may sell all voting shares of Holdco I beneficially owned by it as a block, subject to satisfaction of the block sale provisions, if a release event (as described below) occurs. A "release event" will occur if (i) a capital increase of LATAM Airlines Group occurs, (ii) TEP Chile does not fully exercise the preemptive rights granted to it under applicable law in Chile with respect to such capital increase in respect of all of its restricted LATAM Airlines Group common shares,

and (iii) after such capital increase is completed, the individual designated by TEP Chile for election to the board of directors of LATAM Airlines Group with the assistance of the Cueto Group is not elected to the board of directors of LATAM Airlines Group. As a result of the implementation of the restructuring set forth in our Plan of Reorganization, a "release event" occurred. However, no sale of the voting shares of Holdco I beneficially owned by TEP Chile has been implemented.

Restriction on transfer of TAM shares

LATAM agreed in the Holdco I shareholders' agreement not to sell or transfer any shares of TAM stock to any person (other than our affiliates) at any time when TEP Chile owns any voting shares of Holdco I. However, LATAM will have the right to effect such a sale or transfer if, at the same time as such sale or transfer, LATAM (or its assignee) acquires all the voting shares of Holdco I beneficially owned by TEP Chile for an amount equal to TEP Chile's then current tax basis in such shares and any costs TEP Chile is required to incur to effect such sale or transfer. TEP Chile has irrevocably granted us the assignable right to purchase all of the voting shares of Holdco I beneficially owned by TEP Chile in connection with any such sale.

Conversion Option

Pursuant to the Holdco I shareholders' agreement, we have the unilateral right to convert our shares of non-

voting stock of Holdco I into shares of voting stock of Holdco I to the maximum extent allowed under law and to increase our representation on the TAM and Holdco I boards of directors if and when permitted in accordance with foreign ownership control laws in Brazil and other applicable laws if the conversion would not have an adverse effect (as defined above under the "-Transfer Restrictions" section). In February 2019, we completed the procedures for the exchange of shares of Holdco I S.A., through which LATAM Airlines Group SA increased its indirect participation in TAM S.A., from 48.99% to 51.04%. This transaction was undertaken pursuant to the Provisional Measure No. 863/2018 issued by CADE on December 13, 2018, through which the participation of up to 100% of foreign capital in airlines in Brazil is permitted.

If we can purchase and/or convert our shares and we do not timely exercise our right to do so, then the controlling shareholders of TAM will have the right to put their shares of voting stock of Holdco I to us for an amount equal to the sale consideration.

Acquisitions of TAM Stock

The parties have agreed that all acquisitions of TAM common shares by LATAM Airlines Group, Holdco I, TAM or any of their respective subsidiaries from and after the effective time of the merger will be made by Holdco I.

ANNUAL MANAGEMENT REPORT OF THE COMMITTEE OF DIRECTORS

NCG 519: 3.3 BOARD COMMITTEES AND 10. COMMENTS FROM SHAREHOLDERS AND THE DIRECTORS' COMMITTEE

I. INTEGRATION OF THE COMMITTEE OF DIRECTORS

As of May 2, 2024, the Company's Directors' Committee is composed of Frederico Curado, Sonia J.S. Villalobos and Michael Neruda, with only the former, who is also the Chair of the Directors' Committee, having an independent director status under Chilean law.

The directors were elected at the Ordinary Shareholders' Meeting held on April 25, 2024 for a term of two years, in accordance with the provisions of the Company's bylaws.

II. REPORT OF COMMITTEE ACTIVITIES

During fiscal year 2024, the Committee of Directors met on 16 occasions, in order to exercise its faculties and fulfill its duties in accordance with article 50 Bis of Law number 18,046 on Corporations, as well as review or evaluate those other matters that the Committee of Directors deemed necessary.

The main topics discussed are reported below.

Review of balance sheet and financial statements

The Committee of Directors examined and reviewed the financial statements of the Company as of December 31, 2023, as well as at the closing of the quarters ended March 31, June 30 and September 30, 2024, in the extraordinary meeting of February 22

and ordinary sessions of January 18, May 2, August 7, November 6, and December 3 2024, respectively, including the reports of the Company's External Auditors, PriceWaterhouseCoopers Consultores Auditores Compañía Limitada ("PwC"), who participated in all sessions.

Review of impairment reports

In the sessions held on February 22, May 2, August 7 and November 6, 2024, the Committee of Directors discussed issues related to the analysis of indications of impairment regarding certain assets included in the financial statements of the cash-generating unit Transporte Aéreo. The impairment test results were discussed as of December 31, 2023, as well as the analysis of signs of impairment as of March 31, June 30, 2024 and September 30, concluding that there are no signs of deterioration that warrant the need for the Company to carry out additional tests on that date, nor to carry out an accounting adjustment of assets on the date of the test.

Compensation systems for executives and workers

In the sessions of May 2 and December 20, 2024, the Committee examined the current remuneration policies and systems and the update of the compensation plans for the main executives and workers of the Company, including the Corporate Incentives Program (CIP).

Internal Audit

In the session held on January 18, the 2024 Internal Audit Plan was approved, as well as the closing of the 2023 Plan. In the sessions held on March 6, April

2, May 2, June 5, August 7, September 3, October 1, November 6 and December 3, 2024, the status of the Internal Audit plan carried out during the year 2024 was reviewed, highlighting the main projects that were addressed, the relevant aspects of the audits that were executed and the status of the internal controls.

Audits under SOX regulations

In the sessions of the Committee of Directors on January 18 and February 22, the results obtained in the SOX certification during the year 2023 were presented, in the context of the approval of the 2023 financial statements. In the sessions held on April 2, June 5, August 7, September 3, October 1, November 6 and December 3, 2024, the planning to be followed in terms of SOX regulations for the 2024 certification was presented. It was also informed, in the sessions held on February 22 and March 6, about the most relevant matters to be considered during 2024, the Company's projects that could impact SOX regulations, and a timeline to be followed regarding this certification throughout 2024.

External Audit Services

In the session dated February 22, 2024, PwC presented the 2023 external audit report. In the session dated March 6, 2024, the performance evaluation of the external auditors, was carried out. In the session held on May 2, 2024, PwC presented the External Audit Integrated Plan for the year 2024, addressing topics related to the regulatory requirements regarding communication and work deliverables, the composition of the PwC team, the consolidated audit approach, the progress made during the year in the internal

control review and the schedule of activities and communications that will be maintained with the Committee members. In the sessions held on August 7 and November 6 2024, PwC presented the status of the Plan, including the internal control tests.

Corporate Risk Management

Throughout the year, the Directors' Committee reviewed in different sessions the corporate risks that have been considered most relevant. In this context, in the sessions held on March 6 and September 3, risks related to cybersecurity were reviewed; In the session held on April 2, the implementation of the fraud risk mitigation plan was reviewed; In the sessions dated August 7 and December 3, risks related to tax issues were reviewed and in the sessions dated September 3 and October 1, risks associated with sustainability were reviewed.

Likewise, the Directors' Committee reviewed on June 5, 2024, corporate risks, including prevention, the risk model and its status. Likewise, in particular reviews are carried out of the main risks of the different territories in which the group operates. In this context, in the session on May 2, the status of the subsidiary LATAM Airlines Colombia was presented, on October 1, the cargo business and the territory of the United States were presented to the Committee, and on December 3, the status of LATAM Brazil was presented, identifying the risks associated with each of these businesses and the initiatives that have been implemented to mitigate them.

Compliance

The Directors' Committee, in the sessions of February 22, March 6, September 3, October 1 and December 3, 2024, received the semiannual reports and training on Compliance, reviewing, among other matters, the current Compliance Program and its main contents, among which the commitment of senior management, the most relevant standards and laws, the development of policies, training and communications, the status of the Third Party Intermediaries (“TPIs”), the identification and management of risks of Compliance, the report of Compliance at the corporate level, among others.

LATAM Policies

In the session held on February 22, the Code of Conduct of LATAM was reviewed. In the ordinary session held on August 7, 2024, General Standard No. 501 issued by the Financial Market Commission was reviewed, which establishes the minimum mentions of the Regular Operations Policies and regulates the public dissemination of operations with related parties, and the updates required by the Company's policies, related to (i) in the matter of habitual operations, the regulation requires adding information regarding the transactions that the Board of Directors defines as habitual, counterparty of the operation and maximum amounts to be considered; and (ii) in terms of reporting on operations with related parties, a semiannual report must be prepared and disseminated on the operations with related parties actually carried out by the company during the previous semester. The Committee agreed to recommend to the Board of Directors the approval of the updates to the Regular Operations Policy and

Related Party Operations Policy, along with their publication, for the purposes of complying with the aforementioned regulations.

In the ordinary session held on September 3, 2024, the updates to the Corporate Crime Prevention Policy were reviewed, due to the recent entry into force in Chile of the new Economic Crimes Law.

In the ordinary session of December 3, 2024, the process of preparing, reviewing and approving existing policies was reviewed and updates to existing and new policies were analyzed, among which the Recovery Policy for Erroneously Awarded Compensations (Clawback) stands out.

Examination of reports related to the Related Party Transactions Policy (“RPT”)

In the Committee sessions held on May 2 and November 6, 2024, in compliance with the reporting obligation established in the Company's current RPO Policy, management informed the Committee of Directors about: (i) the usual operations carried out by the LATAM Group with those subsidiaries in which its participation is less than 95%, (ii) the main operations carried out between companies of the LATAM Group in general, and (iii) those operations revealed in the note to the financial statements on transactions with related parties.

Recommendations of the Committee of Directors

On the other hand, the Committee of Directors made the recommendations indicated below, on the occasion of the appointment of External Auditors of the Company, Private Risk Rating Agencies for

the year 2024, in addition to other matters related to their role.

ACTIVITIES REPORT PER SESSION OF THE COMMITTEE OF DIRECTORS

NCG 519: 3.3.IV COMITÉS DEL DIRECTORIO

The Committee of Directors met and held sessions on sixteen occasions, with the participation of its three members in each of these sessions, which are detailed below, with a brief list of the main subjects examined in each of the sessions:

1. Ordinary Session N°250 01/18/2024

- Update and Closing Processes of Financial Statements and SOX Certification
- Internal Audit Work Plan 2024
- Closing Work Plan 2023 Internal Audit
- Results Goals Internal Audit 2023
- Directors Committee Agenda 2024

2. Extraordinary Session N°192 02/22/2024

- Impairment Test Approval as of December 31, 2023
 - Review of the Closing Process of the Financial Statements as of December 31, 2023
 - External Auditor Report
 - LATAM Code of Conduct Update
 - Appointment of Financial Expert
3. Ordinary Session N°251 06/03/2024
- Performance Evaluation of the External Auditor
 - Proposal of Risk Classification Firms for Fiscal Year 2024

- Cybersecurity Status
- Compliance Program Update
- Annual Management Report of the Committee of Directors
- Internal Audit work plan update
- Executive Session - CEO Reserved Slot
- Executive Session - VP Legal & Compliance Reserved Slot

4. Ordinary Session N°252 04/02/2024

- Fraud Management Model Implementation Status
- Review Estimates and Relevant Accounting Policies
- Status and Progress of the Internal Audit and SOX 2024 Work Plan
- Audit Management Goals 2024

5. Ordinary Session N°253 05/02/2024

- Remuneration System and Compensation Plans for Company Executives and Workers
- Review Topics LATAM Airlines Colombia
- LATAM Cargo Investigation Update
- Review and Approval of Financial Statements for the First Quarter 2024
- External Audit Plan 2024 PwC
- Transaction with Related Parties
- Executive Session - CFO Reserved Slot
- Executive Session - Reserved Slot Internal Auditor LATAM
- Financial and Corporate Issues Update

6. Ordinary Session N°254 06/05/2024

- Corporate Risk Status



- Fuel Project Status Review
- Identity & Access Management Project Status Review
- Advance Audit Plan 2024 and SOX

7. Extraordinary Session No. 193 07/02/2024

- Update Process of Reopening and Relisting of the Company's American Depositary Receipts (ADRS) Program Presentation

8. Extraordinary Session N°194 07/15/2024

- Update on the Reopening and Relisting Process of the ADR Program and Potential Secondary Sale of Shares
- Review and Recommendation for Publishing and Sharing Flash Numbers Second Quarter
- Essential Fact Revolving Credit Facility (RCF)

9. Extraordinary Session No. 195 07/17/2024

- Relisting ADR Program Update

10. Ordinary Session N°255 07/24/2024

- Secondary Sale of Shares

11. Ordinary Session N°256 08/07/2024

- Review and Approval of Financial Statements for the Second Quarter of 2024
- Tax Issues Update
- General Rule No. 501 of the Financial Market Commission.
- Corporate Structure

- 2024 Audit Plan Update
- Roles and Responsibilities between the Audit Committee and the Directors' Committee.
- Executive Session - Reserved Slot External Auditor

12. Ordinary Session N°257 09/03/2024

- Cybersecurity Status - Mandiant Presentation
- Update of Corporate Crime Prevention Policy
- Sustainability Risk Update
- Audit Plan Update
- External Auditor Update (PCAOB)

13. Ordinary Session N°258 01/10/2024

- Cargo Business Status and United States
- Fraud Management Desk Status
- Sustainability Risk Update
- Compliance Topics Update
- Audit Plan Update
- Executive Session - CEO Reserved Slot
- Executive Session - Reserved Slot VP Legal & Compliance

14. Ordinary Session N°259 06/11/2024

- Review and Approval of the Financial Statements for the Third Quarter of 2024
- Review of Estimates and Relevant Accounting Policies
- Proposed Report regarding General Standard Report No. 501 of the Financial Market Commission
- Audit Plan and SOX Update

15. Ordinary Session No. 260 03/12/2024

- Review Topics LATAM Airlines Brazil
- Tax Issues Update
- Calendar Financial Statements Closing and 20F Report
- External Audit and SOX Certification Status
- Executive Session - Reserved Slot External Auditor
- Fuel Project Status
- Compliance Policies Update

16. Extraordinary Session No. 196 12/20/2024

- Incentive Plan Update

III. DIRECTORS' COMMITTEE COMPENSATION AND SPENDING.

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NCG 519: 3.3 BOARD OF DIRECTORS COMMITTEES

The Ordinary Shareholders' Meeting of the Company, held on April 25, 2024, agreed for financial year 2024 and until the next Ordinary Shareholders' Meeting to be held in 2025:

(i) As base remuneration for each Director member of the Directors Committee, a fixed annual fee of US\$50,000 and US\$85,417 for the President of the Directors Committee, payable regardless of the number of sessions the Directors Committee attended, without limit of sessions.

(ii) For additional remuneration for each Director member of the Committee of Directors, a variable

amount, equivalent to an additional third (1/3) calculated on the incremental remuneration that the respective member of the Committee is entitled to as Director, considering the time that each one has served in the position of member of the Committee of Directors.

Directors Michael Neruda, Bornah Moghbel, William de Wulf and Bouk van Geloven waived their compensation as members of the Board of Directors, the Audit Committee and subcommittees.

For the functioning of the Committee of Directors and its advisors, Law number 18,046 on Corporations establishes that its expense budget must be at least equal to the sum of the annual remunerations of the members of the Committee. In this sense, the Ordinary Shareholders' Meeting held on April 25, 2024, approved an annual expense budget for the committee of US\$185,417 for Fiscal Year 2024 and until the next Ordinary Shareholders' Meeting to be held in 2025. During 2024, this expense budget was not used.



IV. RECOMMENDATIONS OF THE DIRECTORS' COMMITTEE.

NCG 519: 3.3.IV COMITÉS DEL DIRECTORIO Y 11. COMENTARIOS DE ACCIONISTAS Y DEL COMITÉ DE DIRECTORES

IV.1 Proposal for the Appointment of External Auditors.

In the session of the Directors' Committee on March 6, 2024 and in accordance with the provisions of number 2) of the eighth paragraph of article 50 bis of Law number 18,046 on Corporations, it is agreed to propose to the Board of Directors of the Company, based on the analysis carried out by the administration regarding the technical and economic evaluation of the tender for this service carried out in 2023 and the work and performance evaluation of the audit work of the previous year, continue with the external auditors PwC for fiscal year 2024. The previous proposal was approved by the Company's Shareholders' Meeting held on April 25, 2024.

IV.2 Proposal for Private Risk Rating Agencies.

The Committee of Directors in the session of March 6, 2024 and in accordance with the provisions of paragraph 2) of the eighth paragraph of article 50 bis of Law number 18,046 on Corporations, agreed to propose to the Board of Directors the Risk Rating Agencies to submit for approval to the Ordinary Shareholders' Meeting of the Company on April 25, 2024. In this sense, the Committee resolved to propose to the Company's Board of Directors the appointment of the following local Risk Rating

firms: the appointment of the firms Fitch Chile Risk Rating Limited and Feller-Rate Risk Rating Limited. Regarding the international risk classification, the designation of the firms Fitch Ratings Inc., Moody's Investors Service and Standard & Poor's Ratings Services.

IV.3 Other recommendations:

In addition to the recommendations indicated above and as part of its usual management, the Committee of Directors recommended to the Board of Directors, among other topics, the approval of the Quarterly Financial Statements for March, June and September; the adoption of new corporate policies and updates thereof; approve the Incentive Plan for executives and employees of the Company (CIP).

IV.4 Audit Committee:

On July 17, 2024, the Board of Directors created the Audit Committee, for the purposes of complying with the regulations of the United States of America. This Audit Committee is a different committee from the Directors' Committee required under article 50 bis of Law No. 18,046. The Audit Committee is made up of Mr. Frederico Curado and Mrs. Sonia J.S. Villalobos.

The main functions of the Audit Committee are; i) Supervision of Financial Information and Accounting Reports, ii) Supervision of the External Audit, iii) Supervision of the Internal Control System, iv) Supervision of Regulatory and Ethical Compliance, and finally, v) Supervision of the Internal Audit and Risk Management.

COMMENTS AND PROPOSALS ON BUSINESS PERFORMANCE

NCG 519: 11. COMMITMENTS FROM SHAREHOLDERS AND THE BOARD OF DIRECTORS

With regard to the third paragraph of Article 74 of Law No. 18.046, it is worth mentioning that there were no comments or proposals from the Directors' Committee or shareholders of 10% or more of the LATAM Airlines Group S.A. voting shares concerning the performance of the company's business.

NEW ANNUAL COMPENSATION STRUCTURE FOR THE BOARD OF DIRECTORS FOR THE 2024 FISCAL YEAREJERCICIO 2024

NCG 519: 3.2.II BOARD OF DIRECTORS

On April 25, 2024, the ordinary shareholders' meeting approved the new annual remuneration structure of the Board, for the fiscal year 2024 and until the next ordinary shareholders' meeting scheduled to take place in the first four months of 2025. On such meeting, the shareholders agreed on a fixed annual compensation of US\$80,000 for each board member (US\$160,000 in the case of the chairman). The aforementioned remuneration is payable monthly at the rate of one-twelfth of the corresponding amount, regardless of the number of board meetings directors attend, without limit of sessions. In addition to the base remuneration, an additional remuneration was approved for each Board member within the shareholders' meeting held on April 25, 2024, to be determined based on the following criteria:

From November 16, 2023 through November 15, 2024, each Board member was entitled to receive an additional remuneration equivalent to 9,226,234 units of remuneration or "URAs", provided that the director served continuously as a member of the Board until the end of such period.

From November 16, 2024 through the date of the next ordinary shareholders' meeting scheduled to take place in the first four months of 2025, each Board member will be entitled to receive another additional amount equivalent to 3,844,264 URAs, provided that the director serves continuously as a member of the Board until the end of such period.

Additionally, members of the Board that are also members of the Board of Directors' Committee are entitled to certain fixed and variable compensation (see "Board of Directors' Committee and Audit Committee" below).

If a member of the Board of Directors ceases to hold his/her position before November 15, 2024 (other than due to a legal inability to perform as a director of the company, or due to a supervening conflict of interest or other cause that doesn't allow him/her to continue exercising his/her fiduciary duties as a director) such director would be entitled to a pro rata portion of the URAs referred to in letter a. above, and would lose the right to receive the remainder. By the same token, if a member of the Board of Directors ceases to hold his/her position after November 15, 2024 but before the date of the next ordinary shareholders' meeting scheduled to take place in the first four months of 2025 (other than due to a legal inability to perform as a director of the company, or due to a supervening conflict

of interest or other cause that doesn't allow him/her to continue exercising his/her fiduciary duties as a director) such member would maintain the right to receive the URAs referred to in letter a. above, would be entitled to a pro rata portion of the URAs referred to in letter b. above, and would lose the right to receive the reminder. For the sole purpose of calculating the said pro rata portion of the URAs referred to in letter b. above, the ordinary shareholders' meeting corresponding to 2025 shall be considered to take place on April 15, 2025.

In the event of a change of control of the Company, the director who maintains his/her status on the date the change of control occurs is entitled to receive the URAs referred to in letters a. and b. above. In the event the composition of the Board of Directors changes, each new director will be entitled to the variable compensation described above on a pro rata basis based on the months in which such director would held office, and each exiting director will be paid such compensation on a pro rata basis for the time that such director held his/her position in the respective period.

Each URA will be measured against the value of a share of LATAM Airlines Group, and will be payable considering the weighted average price of the shares of the Company during the 10 stock-exchange-business-days prior to their respective accrual date (i.e., November 15, 2024, the date of the next ordinary shareholders' meeting scheduled to take place in the first four months of 2025, the date in which the member of the Board of Directors ceased to be in its position, as applicable). The transactions in the Chilean stock exchanges and non-Chilean stock exchanges (including NYSE) will be taken into

consideration for purposes of determining such weighted average price.

The amounts paid during 2024 as variable compensation as per letters (a), (b) and (c) above are:

	US\$ THOUSAND
URAs Directors	763
URAs Board Committee	85
Total	848

Board Members Michael Neruda, Bornah Moghbel and William de Wulf, as well as former Member Bouk Van Geloven, waived their compensation as members of the Board of Directors, of the Directors' Committee and of the subcommittees.

POLITICAL INFLUENCE

GRI 415-1

LATAM group monetary contributions

US\$	2021	2022	2023	2024
Lobbying, interest representation or similar	0	0	0	0
Local, regional or national political campaigns, organizations, candidates	0	0	0	0
Trade associations, guilds, tax-exempt associations or groups (e.g., think tanks)	1,044,795	1,402,306	1,829,742	1,545,987
Others	0	0	0	0
Total contributions and other expenses	1,044,795	1,402,306	1,829,742	1,545,987
Data coverage	100%	100%	100%	100%



Greater monetary contributions to organizations

NNAME OF THE ORGANIZATION	DESCRIPTION OF THE ORGANIZATION	SUM PAID IN 2024
Asociación Brasileña de Aerolíneas (ABEAR)	The mission of the Brazilian Association of Airlines (ABEAR) is to encourage the habit of flying in Brazil, promoting the continuous and sustainable growth of civil aviation in the country. Its operating strategies include the planning, implementation and support of actions and programs designed to promote both passenger and cargo transportation. Founded in 2012 by the main Brazilian airlines, such as AVIANCA, AZUL, GOL, TAM (currently LATAM) and TRIP, the association also aims to strengthen relationships within the aviation chain, working closely with the public and private sectors, professional associations and consumers, to ensure a harmonious and efficient development of the airline industry in Brazil.	US\$909,733
Asociación Latinoamericana y del Caribe de Transporte Aéreo (ALTA Brasil)	The Latin American and Caribbean Air Transport Association (ALTA Brasil) is a non-profit organization comprising the main companies in the civil aviation sector in the region. Its members include the airlines responsible for more than 80% of air traffic in Latin America and the Caribbean. The fundamental purpose of this association is to coordinate collaborative efforts to foster the development of a safer, more efficient, profitable and sustainable aviation environment. All this, in order to generate socioeconomic growth for the communities of Latin American and Caribbean countries. ALTA Brasil works to contribute to the development of an environment that is both safe and profitable for the region's airlines, always striving for the sustainability and economic well-being of the nations that are part of this airspace.	US\$90,160
Asociación Chilena de Líneas Aéreas (Achila)	The Chilean Airline Association (Achila) is an organization including the main airlines that operate in Chile—both domestic and international. Its objective is to promote the development and sustainability of the civil aviation industry in the country, ensuring high standards of safety, quality and accessibility in air transportation. Achila also works to strengthen air connections between Chile and the rest of the world, contributing to the sector's competitiveness and economic growth.	US\$62,000



**OTHER INDICATORS SUGGESTED BY S&P
GLOBAL (CORPORATE SUSTAINABILITY
ASSESSMENT)**

Success metrics for CEO compensation

LATAM group uses performance indicators for the CEO's variable compensation, which are linked to financial returns. These indicators generally reflect a sound financial performance, such as Adjusted EBITDAR (US\$ million), Unleveraged Free Cash Flow (US\$ million) and ROIC (Adjusted NOPAT % divided by Invested Capital).

Alignment with long-term performance

LATAM group offers long-term incentives as part of its CEO's variable compensation, with the longest vesting period reaching up to 42 months. This incentive is awarded in the form of a bonus and is subject to clawback policies. To the extent permitted by applicable law, payments made under the CIP will be subject to recovery or refund: (a) as required by law or in accordance with any applicable Employer policy; or (b) in the event that the Employee breaches the restrictive covenants described above.



OUR BUSINESS

Regulatory framework

NCG 519: 6.1.III AND 6.1.IV INDUSTRIAL SECTOR
GRI 2-27

Below is a brief reference to the material effects of aeronautical and other regulations in force in the relevant jurisdictions in which we operate. We are subject to the jurisdiction of various regulatory and enforcement agencies in each of the countries where we operate.

We believe we have obtained and maintained the necessary authority, including authorizations and operative certificates where required, which are subject to ongoing compliance with statutes, rules and regulations pertaining to the airline industry, including any rules and regulations that may be adopted in the future.

The countries where we carry out most of our operations are contracting states and permanent members of the ICAO, an agency of the United Nations established in 1947 to assist in the planning and development of international air transportation. The ICAO establishes technical standards for the international aviation industry. In the absence of an applicable local regulation concerning safety or maintenance, the countries where we operate have incorporated by reference the majority of the ICAO's technical standards.

We believe that we are in material compliance with all such relevant technical standards.

ENVIRONMENTAL AND NOISE REGULATION

There are no material environmental regulations or controls in the jurisdictions in which we operate imposed upon airlines, applicable to aircraft, or that otherwise affect us, except for environmental laws and regulations of general applicability.

In Chile, Brazil, Colombia, Ecuador, Peru, among others, aircraft must comply with certain noise restrictions. LATAM's aircraft substantially comply with all such restrictions, having implemented at least the standard known as "Chapter 3 Requirements" (Annex 16, Vol. 1 of ICAO) across its fleet.

SAFETY AND SECURITY

Our operations are subject to the jurisdiction of various agencies in each of the countries where we operate, which set standards and requirements for the operation of aircraft and its maintenance.

In the United States, the Aviation and Transportation Security Act requires, among other things, the implementation of certain security measures by airlines and airports, such as the requirement that all passenger bags be screened for explosives.

Funding for airline and airport security required under the Aviation Security Act is provided in part by a US\$5.60 per segment passenger security fee, subject to a US\$11.20 per round-trip cap; however, airlines are responsible for costs in excess of this fee. Implementation of the requirements of the Aviation Security Act has resulted in increased costs for airlines and their passengers. Since the events of September 11, 2001, the United States Congress has mandated, and the TSA has implemented, numerous security procedures and requirements that have imposed and will continue to impose burdens on airlines, passengers and shippers.

Below are some specific aeronautical regulations related to route rights and pricing policy in the countries where we operate.

CHILE

Aeronautical Regulation

Both the DGAC and the Junta de Aeronáutica Civil ("JAC") oversee and regulate the Chilean aviation industry. The DGAC reports directly to the Chilean Air Force and is responsible for supervising compliance with Chilean laws and regulations relating to air navigation. The JAC is the Chilean civil aviation authority.

Primarily on the basis of Decree Law No. 2,564, which regulates commercial aviation, the JAC establishes

the main commercial policies for the aviation industry in Chile and regulates the assignment of international routes and the compliance with certain insurance requirements, while the DGAC regulates flight operations, including personnel, aircraft and security standards, air traffic control and airport management.

We have obtained and maintain the necessary authority from the Chilean government to conduct flight operations, including authorization certificates from the JAC and technical operative certificates from the DGAC, the continuation of which is subject to the ongoing compliance with applicable statutes, rules and regulations pertaining to the airline industry, including any rules and regulations that may be adopted in the future.

Chile is a contracting state, as well as a permanent member, of the ICAO. Chilean authorities have incorporated ICAO's technical standards for the international aviation industry into Chilean laws and regulations. In the absence of an applicable Chilean regulation concerning safety or maintenance, the DGAC has incorporated by reference the majority of the ICAO's technical standards.

We believe that we are in material compliance with all such relevant technical standards.



Route Rights

Domestic Routes: Chilean airlines are not required to obtain permits in order to carry passengers or cargo on any domestic routes, but only to comply with the technical and insurance requirements established respectively by the DGAC and the JAC.

There are no regulatory barriers that would prevent a foreign airline from creating a Chilean subsidiary and entering the Chilean domestic market using that subsidiary. On January 18, 2012, the Secretary of Transportation and the Secretary of Economics of Chile announced a unilateral opening of the Chilean domestic skies. This was confirmed in November 2013, and has been in force since that date.

International Routes: As an airline providing services on international routes, LATAM is also subject to a variety of bilateral civil air transportation agreements that provide for the exchange of air traffic rights between Chile and various other countries. There can be no assurance that existing bilateral agreements between Chile and foreign governments will continue, and a modification, suspension or revocation of one or more bilateral treaties could have a material adverse effect on our operations and financial results.

International route rights, as well as the corresponding landing rights, are derived from a variety of air transportation agreements negotiated between Chile and foreign governments. Under such agreements, the government of one country grants the government of another country the right to designate one or more of its domestic airlines to operate scheduled services to certain destinations of the former and, in certain

cases, to further connect to third-country destinations. In Chile, when additional route frequencies to and from foreign cities become available, any eligible airline may apply to obtain them.

If there is more than one applicant for a route frequency, the JAC awards it through a public auction for a period of five years. The JAC grants route frequencies subject to the condition that the recipient airline operates them on a permanent basis. If an airline fails to operate a route for a period of six months or more, the JAC may terminate its rights to that route. International route frequencies are freely transferable.

In October 2023, a public auction was held by JAC for 13 international frequencies for the Santiago – Lima route where three Chilean airlines participated, LATAM won ten of thirteen, for which we paid US\$ 315.000.

Airfare Pricing Policy

Chilean airlines are permitted to establish their own domestic and international fares without government regulation. For more information, see “-Antitrust Regulation” below.

In 1997, the Antitrust Commission approved and imposed a specific self-regulatory fare plan for our domestic operations in Chile consistent with the Antitrust Commission’s directive to maintain a competitive environment. According to this plan, we must file notice with the JAC of any increase or decrease in standard fares on routes deemed “non-competitive” by the JAC and any decrease in fares on “competitive” routes at least 20 days in advance.

We must file notice with the JAC of any increase in fares on “competitive” routes at least 10 days in advance.

In addition, the Chilean authorities now require that we justify any modification that we make to our fares on non-competitive routes. We must also ensure that our average yields on a non-competitive route are not higher than those on competitive routes of similar distance.

PERU

Aeronautical Regulation

The Peruvian Dirección General de Aeronáutica Civil (the “PDGAC”) oversees and regulates the Peruvian aviation industry. The PDGAC reports directly to the Ministry of Transportation and Communications and is responsible for supervising compliance with Peruvian laws and regulations relating to air navigation. In addition, the PDGAC regulates the assignment of national and international routes, and the compliance with certain insurance requirements, and it regulates flight operations, including personnel, aircraft and security standards, air traffic control and airport management.

We have obtained and maintain the necessary authorizations from the Peruvian government to conduct flight operations, including authorization and technical operative certificates, the continuation of which is subject to the ongoing compliance with applicable statutes, rules and regulations pertaining to the airline industry, including any rules and regulations that may be adopted in the future.

Peru is a contracting state and a permanent member of the ICAO. The ICAO establishes technical standards for the international aviation industry, which Peruvian authorities have incorporated into Peruvian laws and regulations. In the absence of an applicable Peruvian regulation concerning safety or maintenance, the PDGAC has incorporated by reference the majority of the ICAO’s technical standards.

We believe that we are in material compliance with all relevant technical standards.

Route Rights

Domestic Routes: Peruvian airlines are required to obtain permits in connection with carrying passengers or cargo on any domestic routes and to comply with the technical and legal requirements established by the PDGAC. Non-Peruvian airlines are not permitted to provide domestic air service between destinations in Peru.

International Routes: As an airline providing services on international routes, LATAM Airlines Peru is also subject to a variety of bilateral civil air transport agreements that provide for the exchange of air traffic rights between Peru and various other countries. There can be no assurance that existing bilateral agreements between Peru and foreign governments will continue, and a modification, suspension or revocation of one or more bilateral treaties could have a material adverse effect on our operations and financial results.

International route rights, as well as the corresponding landing rights, are derived from a variety of air transport agreements negotiated between Peru and

foreign governments. Under such agreements, the government of one country grants the government of another country the right to designate one or more of its domestic airlines to operate scheduled services to certain destinations of the former and, in certain cases, to further connect to third-country destinations.

In Peru, when additional route frequencies to and from foreign cities become available, any eligible airline may apply to obtain them. If there is more than one applicant for a route frequency, the PDGAC awards it in compliance with different designation rules for a period of four years. The PDGAC grants route frequencies subject to the condition that the recipient airline operates them on a permanent basis. If an airline fails to operate a route for a period of 90 days or more, the PDGAC may terminate its rights to that route. In recent years the PDGAC has revoked the unused route frequencies of several Peruvian operators.

ECUADOR

Aeronautical Regulation

There are two institutions that control commercial aviation on behalf of the State: (i) The Consejo Nacional de Aviación Civil (“CNAC”), which directs aviation policy; and (ii) the DGAC, which is a technical regulatory and control agency.

The CNAC issues operating permits and grants operating concessions to national and international airlines. It also issues opinions on bilateral and multilateral air transportation treaties, allocates routes and traffic rights, and approves joint operating

agreements such as wet leases and shared codes.

Fundamentally, the DGAC is responsible for:

- ensuring that the national standards and technical regulations and international ICAO standards and regulations are observed;
- keeping records on insurance, airworthiness and licenses of Ecuadorian civil aircraft;
- maintaining the National Aircraft Registry;
- issuing licenses to crews;
- controlling air traffic control inside domestic air space;
- approving shared codes; and
- modifying operations permits.

The DGAC also must comply with the standards and recommended methods of ICAO since Ecuador is a signatory of the 1944 Chicago Convention.

Route Rights

Domestic Routes: Airlines must obtain authorization from CNAC (an operating permit or concession) to provide air transportation.

For domestic operations, only companies incorporated in Ecuador can operate locally. Currently, operations can be conducted with an Ecuadorian registration and/or a foreign registration under a dry lease arrangement, but only with an Ecuadorian crew.

International Routes: Permits for international operations are based on air transportation treaties signed by Ecuador or, otherwise, the principle of reciprocity is applied. All airlines doing business in Latin America that are incorporated in countries that are members of the Comunidad Andina de Naciones (the Andean Community, or “CAN”) obtain their traffic rights on the basis of decisions currently in force under that regime, in particular decision N°582 of 2004, which guarantee free access to markets, with no type of restriction except technical considerations.

Airfare Pricing Policy

On October 13, 2011, The Statutory Law of Regulation and Control of the Market Power was passed with a purpose to avoid, prevent, correct, eliminate and sanction the abuse of economic operators with market power, as well as to sanction restrictive, disloyal and agreements involving collusive practices. This Law creates a new public entity as the maximum authority of application and establishes the procedures of investigation and the applicable sanctions, which are severe.

Rates are not regulated and are subject only to registration. In general, bilateral treaties regarding air transportation allow for airfares to be regulated by the regulation of the country of origin.

BRAZIL

Aeronautical Regulation

The Brazilian aeronautical industry is regulated and supervised by the National Civil Aviation Agency of Brazil (ANAC), which is linked to the Ministry of

Ports and Airports (MPOR) and works in conjunction with the Civil Aviation Secretariat (SAC), which is subordinate to the MPOR. The SAC is responsible for defining public policies, while ANAC is responsible for regulating and monitoring these policies.

ANAC, as Brazil’s civil aviation authority, oversees compliance with Brazilian aviation laws and regulations. It was primarily established under Law No. 11.182/2005 to regulate commercial aviation, the allocation of domestic and international routes, compliance with specific insurance requirements, flight operations—including personnel regulations, aircraft, and safety standards—passenger rights and duties, Brazil’s international representation in civil aviation before international organizations, and service inspections, among other matters.

In addition to ANAC, civil aviation in Brazil is also controlled in terms of airspace and air navigation by the Department of Airspace Control (DECEA), an entity subordinated to the Air Force Command, which in turn is subordinate to the Ministry of Defense.

Regarding airport infrastructure, since 2011, the Federal Government has implemented the Airport Concessions Program, and currently, 59 airports have been granted concessions to the private sector. In total, 11 economic groups control the concessioned airports in Brazil. The Brazilian Airport Infrastructure Company (Infraero) is responsible only for Santos Dumont Airport in Rio de Janeiro.

LATAM Airlines Brazil has obtained and maintains the necessary authority from the Brazilian government to conduct flight operations, including authorization and technical operative certificates from ANAC, the



continuation of which is subject to ongoing compliance with applicable statutes, rules and regulations pertaining to the airline industry, including any rules and regulations that may be adopted in the future.

ANAC is the Brazilian civil aviation authority and it is responsible for supervising compliance with Brazilian laws and regulations relating to air transport. Brazil is a contracting state and a permanent member of the ICAO. The ICAO establishes technical standards for the international aviation industry, which Brazilian authorities have incorporated into Brazilian laws and regulations. In the absence of an applicable Brazilian regulation concerning safety or maintenance, ANAC has incorporated by reference the majority of the ICAO's technical standards.

Route Rights

Domestic Routes: Brazilian airlines operate under a public services authorization regime, and for that reason Brazilian airlines are required to obtain a authorization from Brazilian authorities to provide passenger and cargo air transportation services. In addition, an Air Operator Certificate (“AOC”) is also required for Brazilian Airlines to provide regular domestic passenger or cargo transportation services. Brazilian Airlines also need to comply with all technical requirements established by the Brazilian Aviation Authority (“ANAC”).

Based on the Brazilian Aeronautical Code (“CBA”) established by Brazilian Federal Law No. 7,565/86, there are no limitations to ownership of Brazilian airlines by foreign investors, provided that the airline is incorporated under Brazilian law and has its headquarters and management based in the

country. The CBA also states that non-Brazilian airlines are not authorized to provide domestic air transport services in Brazil.

International Routes: Brazilian and non-Brazilian airlines providing services on international routes are also subject to a variety of bilateral civil air transport agreements that provide for the exchange of air traffic rights between Brazil and various other countries. International route rights, as well as the corresponding landing rights, are derived from a variety of air transport agreements negotiated between Brazil and foreign governments. Under such agreements, the government of one country grants the government of another country the right to designate one or more of its domestic airlines to operate scheduled services to certain destinations of the former and, in certain cases, to further connect to third-country destinations.

In Brazil, when additional route frequencies to and from foreign cities become available, any eligible airline may apply to obtain them. If there is more than one applicant for a route frequency ANAC must carry out a public bid and award it to the elected airline. ANAC grants route frequencies subject to the condition that the recipient airline operates them on a permanent basis. ANAC’s resolution 491/18 indicates the requirements to establish the underuse of a frequency, and how it could be revoked and reassigned. This provision of the resolution came into force in September 2019.

Airfare Pricing Policy

Brazilian and non-Brazilian airlines are permitted to establish their own international and domestic fares,

in this last case only for Brazilian airlines, without government regulation, as long as they do not abuse any dominant market position they may enjoy.

Airlines may file complaints before the Antitrust Authority (“CADE”) with respect to monopolistic or other pricing practices by other airlines that violate Brazil’s antitrust laws.

COLOMBIA

Aeronautical Regulation

The governmental entity in charge of regulating, directing and supervising civil aviation in Colombia is the Aeronáutica Civil (the “AC”), a technical agency ascribed to the Ministry of Transportation. The AC is the aeronautical authority for the entire domestic territory, in charge of regulating and supervising the Colombian air space. The AC may interpret, apply and complement all civil aviation and air transportation regulation to ensure compliance with the Colombian Aeronautical Regulations (“RAC”). The AC also grants the necessary permits for air transportation.

Route Rights

The AC grants operation permits to domestic and foreign carriers that intend to operate in, from and to Colombia. In the case of Colombian airlines, in order to obtain the operational permit, the company must comply with the RAC and fulfill legal, economic and technical requirements, in order to later be subject to public hearings where the public convenience and necessity of the service is considered.

The same process must be followed to add national

or international routes; whose concession is subject to the bilateral instruments entered into by Colombia. The only exception for not complying with the public hearing procedure is that the application comes from a country member of the CAN, or that the route or permit being applied for is part of a deregulated regime. Even if it does not go through the public hearing process, the airline must submit a complete study to the AC and the request is made public on the website of the authority.

Routes cannot be transferred under any circumstance and there is no limit to foreign investment in domestic airlines.

Airfare Pricing Policy

Since July 2007, as stated in resolution 3299 of the Aeronautical Civil entity, bottom level airfares for both international and domestic transportation were eliminated. Under resolution 904 issued in February 2012, the Aeronautical Civil authority ceased to impose the obligation of charging a fuel surcharge for both domestic and international transportation of passengers and cargo.

As of April 1, 2012, air carriers may now freely decide whether to charge a fuel surcharge. In the case that a fuel surcharge is charged, it must be part of the fare, but shall be informed separately on the tickets, advertising or other methods of marketing used by the company.

In the same line, as of April 1, 2012, there is no longer any restriction on maximum fares published

by the airlines or with respect to the obligations for air carriers to report to the Aeronautical civil authority the fares and conditions the day after being published.

Administrative fares are not subject to any changes, and its charge is mandatory for the transport of passengers under Aeronautical Civil Regulations. Differential administrative fares apply to ticket sales made through Internet channels.

ANTITRUST REGULATION

Chile

The National Economic Prosecutor Office (“FNE” by its Spanish name) is one of the main antitrust authorities in Chile. The FNE oversees and investigates antitrust matters, which are governed by Decree Law No. 211 of 1973, as amended, or the “Antitrust Law.” The Antitrust Law considers as anticompetitive, any conduct that prevents, restricts or hinders competition, or sets out to produce said effects. The Antitrust Law continues by giving examples of the following anticompetitive conducts: (i) cartels; (ii) abuse of dominance; and (iii) interlocking.

The FNE or an aggrieved person may sue for damages arising from a breach of Antitrust Law by suing in the Chilean Antitrust Court (the “TDLC” by its Spanish name). The TDLC has the authority to impose a variety of sanctions for violations of the Antitrust Law, including: (i) the amendment or termination of acts and contracts; (ii) the amendment or dissolution of legal entities involved in the infringement; and/or (iii) the imposition of a fine up to 30% of the sales of the infringing entity corresponding to the line of

products and/or services associated to the infraction, during the entire term for which the infringement lasted; alternatively, a fine equal to the double of the economic benefit obtained by the infringing company; or when none of these alternatives can be applied, a fine up to approximately US\$50 million (60,000 UTA). If the TDLC finds an antitrust infringement, an aggrieved person may sue for damages in a follow-on suit before the TDLC, including both individual claims as well as class actions.

The Antitrust Law also considers the possibility of criminal sanctions for individuals involved in cartel cases. On August 17, 2023 Chilean Law No. 21,595 (the Economic Crimes Act, or “ECA”) was published in the Official Gazette. The ECA modified the criminal sanctions applicable to individuals in cartel cases, which include the following:

Imprisonment in its maximum degree to imprisonment in its minimum degree (i.e., from 3 years and one day to 10 years).

Fines, calculated according to the system of “daily fines” (in principle, 151 to 200 daily fines). The value of a daily fine corresponds to the average daily net income that the convicted person has had in the period of one year before the start of investigation against such individual, considering work income, rents, income from capital or income of any other kind. If the average daily net income is disproportionately low in relation to the assets of the convicted person, the court may increase the value of the daily fine by up to two times.

Disgorgement of profits, by which a person is dispossessed of patrimonial assets whose value

corresponds to the amount of the profits obtained through the crime or by perpetrating it. The profits obtained include the rents and profits that have been originated, whatever their legal nature. The profits also include the equivalent of the costs avoided by the wrongful act. The disgorgement of profits can be imposed even without a conviction, provided it is proven that the assets had their origin in an act constituting a crime.

Disqualification from holding public office, from 3 years to perpetuity.

Disqualification from serving as director or principal executive in any entity subject to the supervision of the Financial Market Commission or in a company controlled by the State, from 3 to 10 years.

Disqualification from contracting with the State (any of its organs, services, companies or companies) and termination of any contract in force with the State, from 3 years to perpetuity. The disqualification is extended to any company, foundation or corporation in which the convicted person is directly or indirectly a partner, shareholder or member.

These sanctions can be applied jointly. In addition, according to the ECA, cartel crimes always qualify as an “economic crime,” so that the specific determination of the prison sentence to be imposed, as well as the decision on its potential substitution by a form of execution in freedom or with partial imprisonment, is governed by the ECA.

Significant Precedents

Self-regulation plan

As described above under “—Route Rights—Airfare Pricing Policy,” pursuant to Resolution No. 445 of August 1995, the predecessor to the TDLC approved a merger between LAN Chile and LADECO subject to certain conditions, including a specific self-regulated fare plan for domestic air passenger market consistent with the TDLC’s directive to maintain a competitive environment within the domestic market. This self-regulated fare plan was updated by the TDLC particularly to maintain its objective which consists of a tariff regulation, through which maximum rates are established on non-competitive routes under a monthly compliance scheme. Thus, since October 1997, LATAM Chile follows a self-regulated plan, which was modified and approved by the TDLC in July 2005, and further in September 2011. In February 2010, the FNE closed the investigation initiated in 2007 regarding our compliance with this self-regulated fare plan and no further observations were made.

Combination of LAN and TAM

In June 2012, the antitrust authorities in Chile and Brazil each imposed certain mitigation measures as part of their approval of the LAN/TAM merger. Furthermore, the association was also submitted to the antitrust authorities in Germany, Italy, Spain and Argentina. All these jurisdictions granted unconditional clearances for this transaction. For more information regarding these mitigation measures please see below.

The mitigation measures imposed by the TDLC in connection with the LAN and TAM merger were part of a decision issued on September 21, 2011 (the “Decision”). The TDLC approved the proposed merger between LAN and TAM, subject to 14 conditions as

generally described below:

1. Swap certain slots in the Guarulhos Airport at São Paulo, Brazil, to be used by an occasional third party interested in offering direct non-stop flights between São Paulo and Santiago;
2. Extension of the frequent flyer program to airlines operating or willing to operate the Santiago-São Paulo, Santiago-Río de Janeiro, Santiago-Montevideo and Santiago-Asunción routes during the five-year period from the effective time of the merger;
3. Execution of interline agreements with airlines operating the Santiago-São Paulo, Santiago-Río de Janeiro and Santiago-Asunción routes;
4. Certain capacity and other transitory restrictions applicable to the Santiago-São Paulo route;
5. Certain amendments to LAN's self-regulatory fare plan approved by the TDLC with respect to LAN's domestic passenger business;
6. The obligation of LATAM to resign to one global airline alliance within 24 months from the date in which the merger becomes effective, except in the case that the TDLC approves otherwise, or to elect not to participate in any global airline alliance;
7. Certain restrictions on code-sharing agreements with certain South American carriers or carriers outside the global airline alliance to which LATAM belongs for routes with origin or destination in Chile or that connect to North America and Europe, including the obligation to consult with, and obtain approval from, the TDLC prior to its execution of certain of those

codeshare agreements (the "Seventh Condition");

8. The abandonment of four air traffic frequencies with freedom rights between Chile and Peru, limitations to acquire more than 75% of the air traffic frequencies in that route, and the term for which air traffic frequencies may be granted to LATAM by the Chilean authorities;
9. Issuance of a statement by LATAM supporting the unilateral opening of the Chilean domestic skies (cabotage) and abstention from any actions that would prevent such opening;
10. Promotion by LATAM of the growth and normal operation of the Guarulhos (Brazil) and Arturo Merino Benítez (Chile) airports, to facilitate access thereto to other airlines;
11. Certain restrictions regarding incentives to travel agencies;
12. To maintain temporarily 12 round trip flights per week between Chile and the United States and at least seven round trip non-stop flights per week between Chile and Europe;
13. Certain transitory restrictions on increasing fares in the Santiago-São Paulo and Santiago - Río de Janeiro routes for the passenger business and for the Chile-Brazil routes for the cargo business; and
14. Engaging an independent consultant, expert in airline operations to, in coordination with the FNE, monitor and audit compliance with the conditions imposed by the Decision for 36 months.

Compliance with Seventh Condition

Around June 2015, the FNE filed a complaint against LATAM before the TDLC alleging that LATAM was not complying with the Seventh Condition. LATAM filed a statement of defense opposing the claim and later reached a settlement agreement with the FNE (the "Settlement Agreement") which was approved by the TDLC on December 22, 2015. The Settlement Agreement terminated the legal proceeding initiated by the FNE and did not establish any violation by LATAM of the TDLC resolutions or any applicable antitrust regulations by LATAM. The Settlement Agreement did establish the obligation of LATAM to amend and terminate certain code share agreements and contract an independent third party consultant, which would act as an advisor to the FNE to monitor the compliance by LATAM of the Seventh Condition and the Settlement Agreement.

Joint Venture with Delta

On October 15, 2019, LATAM was notified that the FNE had opened an investigation regarding a joint venture agreement entered into between LATAM and Delta Air Lines Inc. ("Delta"). On August 13, 2021, Delta and LATAM reached an out-of-court-agreement with FNE to close the investigation and allow the implementation of their joint venture agreement, subject to certain mitigation measures. On October 28, 2021 the settlement was approved by the TDLC.

The mitigation measures included, among others, obligations for LATAM to restrict and isolate information exchanges and databases related to joint venture markets, as well as updating the company's compliance program. The settlement also imposes

certain obligations on Delta and on directors to LATAM's board nominated with Delta's votes, such as affidavits attesting the independence of LATAM's directors nominated with Delta's votes, compliance measures to restrict the exchange of commercially sensitive information, and periodic antitrust training regarding their obligations under the settlement.

Relatedly, on November 6, 2023, LATAM, Delta and FNE reached another out-of-court agreement to amend part of the codeshare agreements between the companies, which was approved by the TDLC on December 7, 2023.

Brazil

The CADE approved the LAN/TAM merger by unanimous decision during its hearing on December 14, 2011, subject to the following conditions: (1) the new combined group (LATAM) should leave one of the two global alliances to which it was a part of (Star Alliance or oneworld); and (2) the new combined group (LATAM) should offer to swap two pairs of slots in Guarulhos International Airport, to be used by an occasional third party interested in offering direct non-stop flights between São Paulo and Santiago, Chile. These impositions are in line with the mitigation measures adopted by the TDLC, in Chile.

On February 24, 2021, the CADE approved without remedies the Joint Venture Agreement between Delta Air Lines and LATAM Airlines Group. Previously, in a separate case, the CADE approved without remedies the acquisition by Delta Air Lines of up to 20% of LATAM common shares on March 18, 2020.



On January 15, 2024, the General Superintendence of CADE approved, without restrictions, the inclusion of freight transportation in the scope of the joint venture between Delta and LATAM.

On March 21, 2024, reacting to a press article, CADE sent an official letter to LATAM Airlines Brazil in order to obtain information related to the acquisition of other types of aircraft. LATAM is cooperating with the authority and has submitted all necessary clarifications.

Uruguay

On December 14, 2020 the antitrust authority of Uruguay (Comisión de Promoción y Defensa de la Competencia) approved the Joint Venture Agreement between LATAM and Delta Air Lines. The same agreement was filed before the aeronautical authority of Uruguay (the Dirección Nacional de Aviación Civil e Infraestructura Aeronáutica) on September 21, 2020 and approved by default on December 20, 2020, as the timeframe provided by the Aeronautical Code Law to the authority in order to resolve on the matter expired (90 days after filing).

United States

On July 8, 2020 LATAM and Delta Air Lines applied for approval and antitrust clearance of all the agreements related to their Joint Venture Agreement before the U.S. Department of Transportation (“DOT”). On September 30, 2022, the DOT approved the Joint Venture Agreement between Delta Air Lines and LATAM group.

Colombia

On September 4, 2020 LATAM and Delta Air Lines applied for an approval of the Joint Venture Agreement before Aerocivil, which was finally received on May 10, 2021.

MATERIAL FACTS

NCG 519: 10. RELEVANT OR MATERIAL FACTS

Santiago, April 3, 2024

Others

In accordance with article 9 and second paragraph of article 10 of Law No. 18,045 and with General Regulation No. 30 and Circular No. 660, both of the Financial Market Commission, duly empowered for this purpose, I inform you of the following Material Fact regarding LATAM Airlines Group S.A. (the "Company"):

Resignation of Director

The Company's Board of Directors, in a meeting held today, took note of the resignation presented on this same date by Mr. Bouk Van Geloven in his position as Director of the Company, which will be effective as of 11:59 p.m. April 24, 2024. The Board of Directors expressed its gratitude for the work carried out by Mr. Van Geloven and his contribution to the Company. As a result of said resignation, and in accordance with the provisions of article 32 of Law No. 18,046 on Corporate Law, at the next Ordinary Shareholders' Meeting, whose summons is reported below, the Board of Directors must be

completely renewed.

Summons to Extraordinary and Ordinary Shareholders' Meetings:

The Board of Directors of the Company, in the same meeting today, agreed to call an Extraordinary Shareholders' Meeting to be held on April 25, 2024, at 11:00 a.m., and an Ordinary Shareholders' Meeting, to be held immediately thereafter of the above, which will take place at Mac-Iver 125, 17th floor, Santiago, in order to know or rule, as appropriate, on the matters indicated below:

Extraordinary Shareholders Meeting

- he Extraordinary Meeting will have the following matters as its objective:
- Eliminate the fourth transitional article of the corporate bylaws.
- Record the full reduction of the share capital due to the expiration of the term for placing the bonds convertible into shares issued against the capital increase agreed at the Extraordinary Shareholders' Meeting of the Company dated July 5, 2022; and
- In general, adopt the reforms of the bylaws and all other agreements that are necessary or convenient to carry out the decisions adopted by the Board.

Ordinary Shareholders Meeting

The Ordinary Meeting will have the following matters as its object:

- Annual Report, Balance Sheet and Financial Statements corresponding to Fiscal Year 2023; the situation of the Company; and respective report from the External Audit Company;
- Distribution of a definitive dividend upon the profits for Fiscal Year 2023;
- Election of the Board of Directors;
- Remuneration of the Board of Directors for Fiscal Year 2024;
- Remuneration and budget of the Directors' Committee for Fiscal Year 2024;
- Designation of the External Audit Company;
- Designation of Risk Rating Agencies;
- Definition of the newspaper for the publications that the Company must make;
- Report of operations with related parties; and
- Other matters of corporate interest that are specific to the Ordinary Shareholders' Meeting.

The Company's Board of Directors has resolved to implement remote means of participation and voting at the Meetings.

The holders of shares registered in the Shareholders Registry at midnight of the fifth business day prior to the day of its celebration, that is, registered at midnight on April 19, 2024, will have the right to participate in the Meetings, and to exercise their

right to speak and vote in them.

The shareholders interested in participating in the Meetings, or their representative, must register, by 3:00 p.m. on the day before the Meetings, by sending an email to the box registrojuntas@dcv.cl, expressing their interest in participating in the Meetings, attaching a scanned image of their identity card on both sides or their passport; of power, if applicable; and the application form for participation in the Meetings. The Meetings will take place through the Zoom videoconference platform and voting by acclamation or voice voting, or through the electronic voting platform provided by DCV Registries S.A. which will be entered through the Click&Vote platform, through the link “Join the Board”. The rest of the required documentation and more detailed information regarding how to register, participate and vote remotely in the Meetings and other aspects that are appropriate for this purpose, will be available and will be communicated in a timely manner through instructions that will be uploaded to the Company's website, www.latamairlinesgroup.net.

The summons announcements will be published in the Diario La Tercera, of Santiago, on April 10, 15 and 19, 2024.

Shareholders may obtain a copy of the documents that support the matters on which they must pronounce at the Meetings, as of April 10, 2024, on the Company's website, www.latamairlinesgroup.net. In addition, any shareholder who wishes to obtain a copy of said documents can contact, also from April 10, 2024, the Company's Investor Relations Department at the email address InvestorRelations@latam.com or by calling (56-2) 2565- 3844, for this

purpose. Among such documents, information will be available on the alternatives of external audit companies that will be proposed to the Ordinary Meeting for Fiscal Year 2024 and their respective foundations.

Dividend Proposal:

Finally, the Board of Directors agreed to propose at the Ordinary Meeting the distribution of Dividend No. 52, Definitive, Minimum Mandatory, 30% of the net profits for Fiscal Year 2023, that is, the equivalent sum in pesos of US\$174,549,442.99 , which means distributing a dividend of US\$0.0002887797894 per share, which would be paid on May 16, 2024, in its equivalent in pesos according to the “observed” exchange rate published in the Diario Oficial on the fifth business day prior to day of distribution, that is, on May 10, 2024. In the event that the dividend is approved in the terms proposed by the Board of Directors, shareholders registered in the Shareholders Registry at midnight on May 10, 2024 will be entitled to receive the dividend.

Santiago, April 3, 2024

Others

In accordance with article 9 and second paragraph of article 10 of Law No. 18,045 and with General Rule No. 30 and Circular No. 660, both of the Financial Market Commission, duly empowered for this purpose, I inform the following Material Fact regarding LATAM Airlines Group S.A. (“LATAM” or the “Company”):

- In a meeting held on this same date, the Company's Board of Directors approved to begin the process

to open and relist the Company's ADRs on the New York Stock Exchange (“NYSE”) (the “Relisting of the ADR Program”). This process entails various procedures and requirements before the Securities and Exchange Commission of the United States of America and the NYSE.

- Once the requirements referred to in paragraph 1 above have been met, it will be up to the Board of Directors to decide whether or not to ultimately approve, and make effective, the ADR Program Relisting. The Relisting of the ADR Program thus resolved will be opportunely informed by a new material fact. This decision will be taken:

- once the consent is obtained from those who were the main creditors supporting the reorganization plan of the Company that was approved and confirmed in its reorganization procedure under Chapter 11 of the Bankruptcy Code of the United States of America, and without which the Company would not have emerged from said reorganization procedure; and
- considering market conditions and the best interest of the Company.

- The process to finalize the Relisting of the ADR Program is estimated at this date to take up to six months, starting from this Material Fact.

The Company will keep its shareholders and the market in general informed about the progress of the Relisting of the ADR Program process.

Santiago, April 25, 2024

Others

In accordance with the provisions of article 9 and second paragraph of article 10 of Law No. 18,045 on the Securities Market, and in General Standard No. 30 of your Commission, duly empowered for this purpose, I allow myself to inform you of the following in character of an Material Fact of LATAM Airlines Group S.A. (“LATAM”):

- Bylaw Reforms

At the Extraordinary Shareholders' Meeting of LATAM (the “Extraordinary Meeting”) held on this date, April 25, 2024, all the bylaw reforms for which said Meeting was summoned were approved, among which the elimination of the fourth transitory article of the LATAM bylaws, which regulated the duration of the Board of Directors. The resignation presented by Mr. Bouk Van Geloven from his position as Director on April 3, 2024, as reported in an Material Fact of that same date, necessitated the complete renewal of the members of the Board of Directors at the Ordinary Shareholders' Meeting, to which point II below refers. Following the elimination of the aforementioned article, the Board of Directors elected at said Meeting will remain in office for a period of two years from this date.

- Total Renewal of the Board of Directors.

At the Ordinary Shareholders' Meeting of LATAM also held on this date, immediately following the Extraordinary Meeting, the LATAM Board of Directors was renewed.

The following people were elected:

- Mr. Enrique Cueto Plaza;
- Mr. Ignacio Cueto Plaza;
- Mr. Frederico F. Curado (as independent director);
- Mr. William de Wulf;
- Mr. Antonio Gil Nievas;
- Mr. Bornah Moghbel;
- Mr. Michael Neruda;
- Mrs. Sonia Villalobos; and
- Mr. Alexander D. Wilcox.

Santiago, April 25, 2024

Profit sharing (dividend payment)

In accordance with the provisions of Circular No. 660, dated October 22, 1986, of your Commission, and duly authorized, I inform your Commission that at the Ordinary Shareholders' Meeting of LATAM Airlines Group S.A. ("LATAM") held on this date, April 25, 2024, the distribution of Dividend No. 52, Definitive, Mandatory Minimum, was approved up to the 30% of the net income for Fiscal Year 2023, that is, the equivalent amount in Chilean pesos of US\$174,549,442.99, which means to distribute a dividend of US\$0.0002887797894 per share, which will be paid on May 16, 2024, in its equivalent in Chilean pesos according to the "observed" exchange

rate published in the Diario Oficial on the fifth business day prior to the distribution day, that is, on May 10, 2024.

Shareholders registered in the Shareholders Registry at midnight on May 10, 2024, will be entitled to receive the dividend.

The notice referred to in Section II of the aforementioned Circular 660 will be published on May 8, 2024, in the newspaper "La Tercera" of Santiago.

Attached is form No. 1 which establishes the same Circular No. 660, duly completed and signed.

Santiago, May 3, 2023

Others

In accordance with article 9 and second paragraph of article 10 of Law No. 18,045 and with General Standard No. 30, of your Commission, duly empowered for this purpose, I inform you of the following Material Fact regarding LATAM Airlines Group S.A. (the "Company"):

President and Vice President.

At the Board Meeting held on this same date, Ignacio Cueto Plaza and Bornah Moghbel were appointed President and Vice President of the Board of Directors, respectively.

Directors' Committee.

Likewise, in the same Board Meeting and as provided in article 50 bis of Law No. 18,046 on Limited Corporations, it was noted that the Directors'

Committee would be made up of Directors Frederico Curado (as an independent director), Michael Neruda and Sonia J.S. Villalobos.

Santiago, July 2, 2024

Others

In accordance with article 9 and second paragraph of article 10 of Law No. 18,045 and with General Rule No. 30, both of the Financial Market Commission, duly empowered to this effect, I inform the following Material Fact regarding LATAM Airlines Group S.A. ("LATAM" or the "Company"):

● As reported by the Material Fact dated April 3, 2024, on such date LATAM's Board of Directors approved to begin the process of opening and relisting the Company's ADR program in the New York Stock Exchange (the "Relisting of the ADR Program"). Such process is currently ongoing.

● With the conviction that a secondary sale, if it happens, could result in an increase of the liquidity of the program, and therefore, make more effective the Relisting of the ADR Program, LATAM explored with certain creditors that were backstop parties of our reorganization plan (the "Reorganization Plan") that was approved and confirmed in our reorganization proceeding in the United States of America according to the rules set forth in Chapter 11 of Title 11 of the Code of the United States of America (the "Chapter 11 Proceeding") – who as of today are shareholders as a result of its implementation, whether they would be interested in principle in considering a possible secondary sale of a portion of their equity interest in the Company. In this regard, by means

of information of interest disclosed on May 17, 2024 we informed that, although at that date they had not made any decision on the matter, they did confirm their preliminary interest and indicated that such decision would be possibly driven by the implementation process of the Relisting of the ADR Program and market conditions.

● In this regard, it should be recalled that in the context of the implementation of the Reorganization Plan, as informed in the Material Fact dated November 3, 2022, among other things:

- In November 2022, the Company's creditors received in settlement of their claims, notes convertible into shares of the Company, which have been previously converted.

- The Company and the backstop parties of the restructuring contemplated in the Reorganization Plan entered into a Registration Rights Agreement ("RRA"). Under the RRA those backstop parties would be entitled to obtain the Company's support if they opted to divest all or a portion of their equity interests in LATAM in one or more secondary public offerings of shares in firm commitment underwritings in the United States of America registered with the Securities and Exchange Commission of the United States of America (underwritten public offering). Hereinafter, each such secondary sale, a "Secondary Sale under the RRA". According to the terms of the RRA, the first Secondary Sale under the RRA (i) can only be initiated at the request of the main backstop parties under the RRA (the "Necessary Backstop Parties"); and (ii) shall, in the good faith judgement of the managing underwriters

therefor, represent at least US\$ 200 million.

A copy of the RRA was made public on November 2022 in the docket of the Chapter 11 Proceeding as a supplement to our Reorganization Plan.

The execution of the RRA was a condition precedent for the support by the backstop parties of the restructuring set forth in the Reorganization Plan, without which the Company would have not emerged from bankruptcy.

- As a result of this process, on the date hereof, the Company received from certain shareholders that are Necessary Backstop Parties under the RRA (collectively, the “Selling Shareholders”) an underwritten offering request that complies with the requirements of the RRA to proceed with the first Secondary Sale under the RRA, subject to certain factors, including market conditions.

Considering what is indicated in the paragraph 2. above, it is the Company’s intention that the Relisting of the ADR Program takes place concurrently with the first Secondary Sale under the RRA with the conviction that, as stated above, greater liquidity will make the Relisting of the ADR Program more effective in the best interest of the Company and its shareholders in general.

- It is worth mentioning that according with the terms of the RRA, the Selling Shareholders have the power to determine the date in which the secondary sale takes place, being even entitled to retract or modify the size of the secondary sale. Therefore, since the preference is that the Relisting of the ADR Program takes place concurrently with the first

Secondary Sale under the RRA, on the date hereof the Company does not have certainty of the date in which the Relisting of the ADR Program and the first Secondary Sale under the RRA could take place.

- It is contemplated that such first Secondary Sale under the RRA would occur solely in the United States of America and other jurisdictions outside of the Republic of Chile through the issuance of new ADRs on the same date of the Relisting of the ADR Program.

- Pursuant to the terms of the RRA, the other creditors parties thereto, who as of today are also shareholders as a result of the implementation of the Reorganization Plan, have the right to adhere to this first Secondary Sale under the RRA as selling shareholders. To that effect, the Company will give the notices contemplated in such agreement so that the other signatories of the RRA may decide to exercise or not their right to adhere.

- In the event that, as indicated above, the Selling Shareholders opt to postpone or withdraw their request for the secondary sale referred to in this material fact, the Board of Directors of the Company will evaluate the best opportunity for the Relisting of the ADR Program when the conditions described in greater detail in our material fact of April 3, 2024 are met (i.e., (i) subject to the consent of those who were the main creditors supporting the Reorganization Plan approved and confirmed in the Chapter 11 Proceeding, without which the Company would not have emerged from said reorganization procedure; and (ii) considering market conditions and the best interest of the Company).

The Company will keep its shareholders and the market in general informed about progress on the Relisting of the ADR Program and the first Secondary Sale under the RRA.

As required by Rule 135e under the U.S. Securities Act of 1933, as amended (the “U.S. Securities Act”), this material fact does not constitute an offer to sell or the solicitation of an offer to buy securities in the United States, and securities may not be offered or sold in the United States absent registration or an exemption from registration. Any offers, solicitations or offers to buy, or any sales of securities, including a potential secondary sale, will be made in accordance with the registration and prospectus requirements of the Securities Act.

Santiago, July 15, 2024

Others

Pursuant to the provisions of Article 9 and the second paragraph of Article 10 of Law No. 18,045, and to the provisions of General Rule No. 30, duly authorized by the Board of Directors at a meeting held on this same date, I hereby inform the Financial Market Commission (the "Commission"), as a MATERIAL FACT of LATAM Airlines Group S.A. (“LATAM” or the "Company”), the following:

- On March 29, 2016, the Company entered into a revolving credit facility agreement with several banks, which was subsequently amended and restated on November 3, 2022 by private instrument in the English language and subject to the laws of the State of New York, United States of America, named "Amended and Restated Credit and Guaranty

Agreement", whereby the Company was granted a revolving credit facility in the principal amount of US\$600 million (the "Revolving Credit Facility I"). The Revolving Credit Facility I was initially secured by a combination of aircrafts, engines and other spare parts owned by LATAM and TAM Linhas Aéreas S.A.

Today, the Company, acting through its branch domiciled in the State of Florida, United States of America, has entered into an amendment to the Revolving Credit Facility I (the "Revolving Credit Facility I Amendment"). This Revolving Credit Facility I Amendment is intended to, among other things: (i) extend the scheduled maturity date of the Revolving Credit Facility I to July 2029 (original maturity November 2025) , with an option to extend it until July 2030; (ii) increase the amount of the Revolving Credit Facility I from US\$600 million to an aggregate amount of US\$800 million; (iii) eliminate references to the reorganization proceeding to which the Company and several of its subsidiaries were subject under the rules of Chapter 11 of Title 11 of the United States Code (the "Chapter 11 Proceeding"); and (iv) include additional lenders to the Revolving Credit Facility I, so that after the Revolving Credit Facility I Amendment, the lenders thereto will be the ones listed paragraph 3 below.

Finally, it should be noted that the Company will secure such Revolving Credit Facility I Amendment with different assets comprised of a combination of aircrafts, engines and several spare parts owned by the Company and TAM Linhas Aéreas S.A., and will have the option to modify or replace such security interests, with the consent of the majority of the banks participating in the Revolving Credit Facility Amendment I. In addition, TAM Linhas Aéreas S.A.



will act as guarantor of the Company's obligations under the Revolving Credit Facility I Amendment.

● As informed by a material fact dated October 11, 2022, in the context of the financing granted to the Company to emerge from the Chapter 11 Proceeding, the Company, acting through its branch domiciled in the State of Florida, United States of America, entered into on October 12, 2022, a US\$500 million revolving credit facility through a private instrument in the English language and subject to the laws of the State of New York, United States of America, named “Super-Priority Debtor-In-Possession and Exit Revolving Loan Agreement” with several banks and financial institutions as lenders, JPMorgan Chase Bank as administrative agent for such lenders and Wilmington Trust, National Association as collateral trustee agent for the secured parties (the "Revolving Credit Facility II", and together with the Revolving Credit Facility I, the "Revolving Credit Facilities").

Today, the Company, acting through its branch domiciled in the State of Florida, United States of America, has entered into the amendment to the Revolving Credit Facility II (the "Revolving Credit Facility II Amendment", and together with the Revolving Credit Facility I Amendment, the "Revolving Credit Facility Amendments"), to the effect of, among other things: (i) extending the scheduled maturity date of the Revolving Credit Facility II from November 2026 to July 15, 2029; provided, however, that the Revolving Credit Facility II may be payable in advance 180 days prior to the maturity date of any of the financing agreements that share collateral with the Revolving Credit Facility II if by then such financing agreements have not been paid or extended; (ii) increasing the amount of the Revolving Credit

Facility II from US\$500 million to US\$750 million; (iii) deleting references to the Chapter 11 Proceeding; (iv) including additional lenders to the Revolving Credit Facility II, such that following the Revolving Credit Facility II Amendment, the lenders thereto will be the ones identified in paragraph 3 below; and (v) modifying certain commercial terms of the Revolving Credit Facility II relating to interest rates and fees, including the following:

- Interest Rates:

Starting November 2026, (i) the margin applicable to each interest rate will be reduced by 1.00% (from 3.00% to 2.00% for the ABR interest rate and from 4% to 3% for the Term SOFR Rate and Daily Simple SOFR Rate); (ii) a utilization fee will be introduced in addition to the applicable margin applicable to each interest rate, which varies between 0.10% and 0.50% depending on the amount disbursed; and (iii) adjustments to the Term SOFR Rate and Daily Simple SOFR will be eliminated.

- Commitment fee:

Starting November 2026, the commitment fee will be increased from 0.625% to 1.00%.

- Finally, as a result of the Revolving Credit Facility II Amendment, it will be necessary to modify the collateral documents granted both in Chile and abroad, which secure the Revolving Credit Facility II, so that the security interests thereunder are extended to this amendment.

● Following the Revolving Credit Facility Amendments, the lenders under the Revolving Credit Facilities are JPMorganChase Bank, N.A.; Goldman Sachs Lending Partners LLC; Citibank, N.A.; Barclays Bank PLC; Banco Santander, S.A.; Deutsche Bank Securities Inc, New York Branch; BNP Paribas; MUFG Bank, LTD and Natixis, New York Branch.

● As a result of the Revolving Credit Facility Amendments, the Company will have as of the date hereof, a total of US\$1,550 million of Revolving Credit Facilities with a scheduled maturity date in 2029.

As of the date hereof, the Company has not drawn on the Revolving Credit Facilities and therefore they are fully available.

Santiago, July 18, 2024

Others

In accordance with article 9 and second paragraph of article 10 of Law No. 18,045 and with General Rule No. 30, both of the Financial Market Commission, duly empowered to this effect, I inform the following Material Fact regarding LATAM Airlines Group S.A. (“LATAM” or the “Company”):

● As reported in material facts dated April 3, 2024, and July 2, 2024, the Company is currently in the process of reopening and relisting its ADR program on the New York Stock Exchange (“NYSE”) (the “Relisting of the ADR Program”). This process entails various procedures and requirements before the Securities and Exchange Commission of the United States of America (the “SEC”) and the NYSE.

● As part of the procedures and requirements for the Relisting of the ADR Program:

- The Board of Directors has approved LATAM to enter into a new deposit agreement (the “New Deposit Agreement”) with the depositary bank of its ADR program (i.e., JP Morgan);

- The Board of Directors has approved LATAM to submit to the SEC the forms F-6, F-3, preliminary prospectus supplement to the F-3, MD&A 6-K and form 8-A, among others, as required by U.S. regulations; and

- In order to perform the duties of the audit committee required under U.S. regulations, the Board of Directors has created a committee of the Board to serve as the Audit Committee. This Audit Committee is in addition to the Directors’ Committee required under article 50 bis of Chilean Law No. 18,046. Such Audit Committee will be integrated by Mr. Frederico P. Fleury Curado and Ms. Sonia J.S. Villalobos.

● The New Deposit Agreement contemplates, among other things, the amendment of the ratio currently in effect between shares and ADRs (the “Ratio Change”), from the existing ratio of 1:1 to a new ratio of 2,000:1 (i.e., each ADR will represent two thousand shares). It is expected that the Ratio Change will become effective on or around July 24, 2024.

Regarding the ADRs currently in existence, measures will be adopted to implement this new ratio as required under U.S. regulations.



● The Company’s Board of Directors also approved on the date hereof that, within the context of the Relisting of the ADR Program, and with effect from the date it becomes effective, 100,000,000 new ADRs will be registered. To implement the above, the corresponding filings will be made with the SEC.

These new ADRs are in addition to the 217 million ADRs currently registered, and therefore, the number of ADRs registered will total approximately 317 million. These new ADRs will be available to those shareholders who, from time to time, opt to exchange their shares for ADRs in our ADR program.

● As reported in the material fact dated July 2, 2024, the preference of the Company continues to be that the Relisting of the ADR Program takes place simultaneously with the first secondary sale under the registration rights agreement (“RRA” – Registration Rights Agreement, and this first secondary sale thereunder, the “First Secondary Sale under the RRA”).

● Considering such preference, the Board of Directors will determine the date on which the Relisting of the ADR Program shall become effective once the occurrence of the First Secondary Sale under the RRA is confirmed to take place and in order to enable such sale.

● According to the information available as of the date hereof to the Board, the First Secondary Sale under the RRA is expected to occur on or around July 24, 2024, at which time the corresponding underwriting agreement will be signed. If confirmed, the Board of Directors will determine that the date on which the Relisting of the ADR Program shall become effective

will be on or around July 25, 2024.

● Having said that, notwithstanding the interest of the shareholders that requested the First Secondary Sale under the RRA (the “Selling Shareholders”) to proceed with such sale, the Selling Shareholders may withdraw their request for the First Secondary Sale under the RRA until the corresponding underwriting agreement is signed.

● If the Selling Shareholders withdraw from the First Secondary Sale under the RRA, it is reasonable to expect that the Relisting of the ADR Program should be implemented at a later time in the future, subject to the approval of the Board of Directors and the conditions described in the material fact dated April 3, 2024 (i.e.,(i) the consent is obtained from those who were the main supporting creditors of the plan of reorganization approved and confirmed in the Chapter 11 Proceeding, and who are the Selling Shareholders; and (ii) the concurrence of adequate market conditions and the best interest of the Company).

● As of this date, the Company expects that the Relisting of the ADR Program shall become effective on or around July 25, 2024 subject to the signing of the corresponding underwriting agreement as indicated in preceding paragraph 7.

The Company will keep its shareholders and the market in general informed about the progress of the Relisting of the ADR Program.

Santiago, July 18, 2024

Others

In accordance with article 9 and second paragraph of article 10 of Law No. 18,045 and with General Rule No. 30, both of the Financial Market Commission, duly empowered to this effect, I inform the following Material Fact regarding LATAM Airlines Group S.A. (“LATAM” or the “Company”):

● As reported through material facts dated April 3, 2024, July 2, 2024, and July 17th, 2024:

- The Company is currently in the process of reopening and relisting its ADR program on the New York Stock Exchange (the “Relisting of the ADR Program”); and

- The preference of the Company continues to be that the Relisting of the ADR Program takes place concurrently with the first secondary sale under the registration rights agreement (“RRA”) granted in the context of the emergence from the reorganization proceeding under Chapter 11 of Title 11 of the United States Code (the “First Secondary Sale under the RRA”).

● Although the Company does not have certainty about the date on which the First Secondary Sale under the RRA and the Relisting of the ADR Program could take place, on this date:

- The Company will submit to the Securities and Exchange Commission of the United States of America (the “SEC”) the prospectuses and other filings required by the SEC regulations

in order to make progress in the potential First Secondary Sale under the RRA (namely, (i) Form F-3, (ii) preliminary prospectus supplement to Form F-3, (iii) MD&A 6-K, and (iv) Form 8-A). Hereafter, these filings will be referred to as the “SEC Filings”; and

- The respective roadshow will commence. The foregoing, as stated in the material fact dated July 17th, 2024, is notwithstanding that the shareholders who requested the First Secondary Sale under the RRA may withdraw their request until the corresponding underwriting agreement is signed.

● As advised by the external legal advisors of the Company in the United States of America, when carrying out a primary or secondary placement of shares of a company is proposed following the completion of a fiscal quarter, it is expected, and indeed customary, for the respective company to publicly disclose certain preliminary financial information regarding that quarter. In such cases, Regulation G and Item 10(e) of Regulation S-K under the U.S. Securities Act of 1933 require the respective company to make certain additional disclosures related to non-GAAP and non-IFRS financial measures (the “Additional Financial Metrics”).

In order for the SEC filings to comply with the above, such filings must also include, among other things: (i) the most directly comparable GAAP or IFRS financial measures; and (ii) a quantitative reconciliation to the nearest GAAP or IFRS financial measure for the historical Additional Financial Metrics.

● Given the aforementioned paragraph, since the



SEC Filings will be made only a few days after the close of the second quarter, which ended on June 30, 2024, the SEC Filings include certain financial information regarding the end of that quarter. A copy of this information is attached to this material fact as Appendix A.

- The financial information related to the second quarter of 2024 disclosed herein is in the process of being audited, has a limited scope, and therefore may be subject to adjustments in connection with the regulatory process of preparing the Company's quarterly financial statements (including, as applicable, due to external or facts, our internal review or the review by our external auditors). The quarterly financial statements for the second quarter of 2024 will be disclosed as previously informed on August 7.

This financial information does not constitute nor replace in any way the submission of the corresponding financial statements to the Financial Market Commission and the market, regarding the content requirements, procedures, and deadlines for submission stipulated by said Service in the current regulations.

The Company will keep its shareholders and the market in general informed about the progress of the Relisting of the ADR Program.

Santiago, July 24, 2024

Others

In accordance with article 9 and second paragraph of article 10 of Law No. 18,045 and with General Rule No. 30, both of the Financial Market Commission, duly empowered to this effect, I inform the following

Material Fact regarding LATAM Airlines Group S.A. ("LATAM" or the "Company"):

- In a meeting held on this date, the Board of Directors of the Company approved that the reopening and relisting of its ADR program on the New York Stock Exchange becomes effective as of July 25, 2024.
- On the date hereof, the shareholders who requested the first secondary sale under the registration rights agreement (the "First Secondary Sale under the RRA") have agreed with the banks acting as underwriters thereunder, that the price of such secondary sale be US\$24 per ADR. Given that each ADR represents 2,000 shares of the Company due to the ratio change announced in the material fact dated July 18, 2024, this results in a price per share of US\$0.012.
- On this date, the respective underwriting agreement has been signed between (i) the Company, (ii) the selling shareholders, and (iii) Goldman Sachs & Co. LLC, Barclays Capital Inc., and J.P. Morgan Securities LLC, acting as global coordinators, placement agents and representatives of the other underwriters of this secondary sale (i.e., Citigroup Global Markets Inc., Santander US Capital Markets LLC, Deutsche Bank Securities Inc., BNP Paribas Securities Corp., MUFG Securities Americas Inc., Natixis Securities Americas LLC, LarrainVial Securities US, LLC and Morgan Stanley & Co. LLC).

- The First Secondary Sale under the RRA was ultimately for 19,000,000 ADRs of the Company, and payment for the same will be made on July 26, 2024. The sellers in this transaction will be the shareholders to be set forth in the filings that will be made with the SEC, which are listed in the attached Annex.

Santiago, August 8, 2024

Others

In accordance with article 9 and second paragraph of article 10 of Law No. 18,045 and General Rule No. 30, duly authorized for this purpose, I inform you of the following Material Fact regarding LATAM Airlines Group S.A. ("LATAM", the "Company"):

- With this date and in accordance with the requirements of General Rule No. 501 issued by the Financial Market Commission, with the favorable ruling of the Committee of Directors, the Board of Directors of LATAM as of today agreed to amend the regular operations policy of LATAM (the "LATAM Regular Operations Policy"), which accordingly to the referred rule, will become applicable from September 1, 2024.
- The full and updated text of the LATAM Regular Operations Policy is published on the Company's website, under section Governance Guidelines in the Governance section(<https://www.latamairlinesgroup.net/static-files/5492388e-8342-4fbc-8a0c9adab3116c49>). Likewise, copies of the policy are available to interested parties at the Company's offices, located at Avenida Presidente Riesco N°5711, floor 20, commune of Las Condes, Santiago.

Santiago, October 1, 2024

Security issuances on international and/or national markets

In accordance with Article 9 and second paragraph of Article 10 of Law No. 18,045 and with General Rule

No. 30, duly authorized for this purpose, I inform you of the following Material Fact with respect to LATAM Airlines Group S.A. ("LATAM", the "Company" or the "Company"):

On this date, the Company has agreed to place in the international markets, secured bonds for US\$1,400 million, at an annual interest rate of 7.875% maturing in 2030 (the "US Notes"), under Rule 144-A and Regulation S of the Securities and Exchange Commission of the United States of America, under the Securities Act of 1933, of the United States of America (the "U.S. Securities Act"). Given the prevailing market conditions, the Company resolved to issue bonds for the amount described, which is US\$200 million more than the amount informed on September 26, 2024.

The proceeds obtained from the US Notes, together with the use of US\$200 million in cash (which is US\$200 million less than the amount informed on September 26, 2024), will be used for the payment and extinguishment of LATAM's obligations under the bonds for a total amount of US\$450 million, which have a scheduled maturity date in 2027 (the "2027 Bonds") and a coupon of 13.375%, and the term financing in the amount of US\$1,081 million maturing in 2027 (the "2027 Term Financing"), with a coupon of SOFR + 965 bps, equivalent to approximately 15%, contemplated as part of the Company's Chapter 11 Proceeding exit financing (the "Exit Financing"), as well as the termination and/or modification of the documents granted under the Exit Financing, as necessary, to implement the foregoing. Any remaining funds from the US Notes, along with LATAM's current cash reserves, will be used for working capital and other general corporate purposes.



As a consequence of the foregoing, and in accordance with Circular N° 988 dated January 16, 1991, issued by your Commission, the Company estimates annual savings in interest payments of approximately US\$83 million and a one-time impact on the Company's Income Statement of approximately US\$134 million, of which US\$45 will affect cash flow during the fourth quarter of the current year.

The US Notes will essentially be secured and share the same collateral package currently contemplated under the Exit Financing. However, in the event that the bonds maturing in 2029 are refinanced, the Company will have the option to release part of the collateral related to the cargo business and other guarantees associated with this same business.

The US Notes have been sold to qualified institutional buyers in the United States in accordance with US Securities Law and have not been registered under the Securities Act or the securities laws of any state or other jurisdiction.

Santiago, October 15, 2024

Others

In accordance with Article 9 and second paragraph of Article 10 of Law No. 18,045 and with General Rule No. 30 and Circular No. 1,072 of May 14, 1992, both of the Financial Market Commission (the "Commission"), the undersigned, duly authorized for this purpose, hereby informs you of the following Material Fact with respect to LATAM Airlines Group S.A. ("LATAM", the "Company" or the "Company"):

As previously reported, by means of a Material Fact

dated October 1st, 2024, on this date, the Company has issued and placed placed in the international markets, secured notes for US\$1,400 million, at an annual interest rate of 7.875% maturing in 2030 (the "US Notes"), under Rule 144-A and Regulation S of the Securities and Exchange Commission of the United States of America, under the Securities Act of 1933, of the United States of America (the "US Securities Act").

Using the proceeds from the US Notes and an additional US\$200 million in cash, LATAM paid and extinguished its obligations under the US\$450 million notes, which had a scheduled maturity date in 2027 (the "2027 Notes") and a coupon of 13.375%, along with the term financing in the amount US\$1,081 million, maturing in 2027 (the "2027 Term Financing"), with a coupon of SOFR + 965 bps, equivalent to approximately 15%, all contemplated as part of the Company's Chapter 11 Proceeding exit financing (the "Exit Financing"). If any, the remaining proceeds from the US Notes and cash reserves currently held by LATAM will be required to be used for working capital and other general corporate purposes.

As a consequence of the foregoing, and in accordance with Circular No. 988 dated January 16, 1991, issued by your Commission, the Company estimates annual savings in interest payments of approximately US\$83 million and a one-time impact on the Company's Income Statement of approximately US\$134 million, of which US\$45 will affect cash flow during the fourth quarter of the current year.

The US Notes will essentially be secured and share the same collateral package currently contemplated under the Exit Financing. However, in the event that

the notes maturing in 2029, also issued in the context of the Exit Financing, are refinanced, the Company will have the option to release part of the collateral related to the cargo business.

The US Notes have been sold to qualified institutional buyers in the United States in accordance with US Securities Act and have not been registered under the Securities Act or the securities laws of any state or other jurisdiction. The form required by the aforementioned Circular No. 1,072 is attached hereto.

RISK FACTORS

NCG 519: 3.6 RISK FACTORS
GRI 3-3

The following risk factors, and those important risk factors described in other reports we submit to or file with the Securities and Exchange Commission ("SEC"), could affect our actual results and could cause our actual results to differ materially from those expressed in any forward-looking statements made by us or on our behalf.

In order to assess the risks outlined in the risk factors, we have a comprehensive risk model that encompasses various aspects of our business and it is reviewed quarterly. This risk model serves as a framework to identify, assess and mitigate potential risks that may impact our organization. We understand that risk landscapes evolve, and therefore, we conduct continuous reviews of our risk model to ensure its relevance and effectiveness in addressing emerging risks.

In particular, as we are a non-U.S. company, there are risks associated with investing in our ADSs that are not typical for investments in the shares of U.S. companies. Prior to making an investment decision, you should carefully consider all of the information contained in this document, including those described below.

Risk factors summary

The following is a summary of the principal risks that could adversely affect our business, operations and financial results.

Risks Relating to our Business

- High levels of competition in the airline industry and the consolidation or mergers of competitors in the markets in which the group operates, may adversely affect the level of operations.
- Some of our competitors may receive external support, which could adversely impact our competitive position.
- The group's business and results of operations may be adversely affected if we fail to obtain and maintain routes, suitable airport access, slots and other operating permits.
- It cannot be assured that in the future we will have access to adequate facilities and landing rights necessary to achieve our expansion plans.
- The group depends on strategic alliances, commercial relationships and regulatory approvals for international strategic growth, and its business



could be adversely affected if any of these are disrupted or unattainable.

- A failure to successfully implement the group's strategy or a failure to adjust such strategy to the current economic situation would harm the group's business.
- LATAM group may experience difficulty finding, training and retaining employees, which can lead to increased costs and impair our ability to execute strategy and implement operational initiatives.
- If we lose senior management and other key employees and they are not replaced by individuals with comparable skills, or we otherwise fail to maintain our Company's culture, our business and results of operations could be materially adversely affected.
- Our business may experience adverse consequences due to collective action by LATAM group employees or third-party employees, including disruptions from strikes or other labor-related actions.
- We rely on maintaining a high aircraft utilization rate to increase our revenues and absorb our fixed costs, which makes us especially vulnerable to delays.
- Our operations are subject to fluctuations in the supply and cost of jet fuel, which could adversely impact our business.
- We are exposed to increases in landing fees and other airport service charges that could adversely affect our margins and competitive position.
- A significant portion of our cargo revenue comes

from relatively few product types and may be impacted by events affecting their production, trade or demand.

- An accumulation of ticket refunds could have an adverse effect on our financial results.
- If we are unable to incorporate leased aircraft, including both operating leases and financial leases, into the fleet at acceptable rates and terms in the future, our business could be adversely affected.
- Increases in insurance costs and/or significant reductions in coverage could harm our financial condition and results of operations.
- Increases in our labor costs, which constitute a substantial portion of our total operating expenses, could directly impact our earnings.
- We face reputational risks related to the use of social media.
- We face reputational risks related to misinformation and disinformation.

Safety & Operational Risks

- We depend on a limited number of suppliers for certain aircraft and engine parts. LATAM group flies and depends on Airbus and Boeing aircraft, and our business could be adversely affected if we do not receive timely deliveries of aircraft, if aircraft from these suppliers become unavailable or if the public develops a negative perception of the aircraft we use in our operations.

- Problems with air traffic control systems or other technical failures could interrupt our operations and have a material adverse effect on our business.

- Losses and liabilities in the event of an accident involving one or more of our aircraft could materially affect our business.

- Prolonged technical and operational issues with the airport infrastructure in cities where we have a significant presence may have a material adverse effect on our operations.

- Our business may be adversely affected by a downturn in the airline industry caused by exogenous events that affect travel behavior or increase costs, such as outbreak of disease, weather conditions and natural disasters, war or terrorist attacks.

- The impacts of a pandemic and the efforts to mitigate the spread of a virus may adversely impact the group's business, operations and financial results.

- Disruptions or security breaches of our information technology infrastructure or systems could interfere with the operations, compromise passenger or employee information, and expose us to liability, which may adversely affect our business and reputation.

Risks Relating to the Airline Industry and the Countries in Which the Group Operates

- Because our performance is heavily dependent on economic conditions in the countries in which the group does business, negative economic conditions in those countries could adversely impact the group's business and results of operations.

- Latin American governments have exercised and continue to exercise significant influence over their economies.

- Political instability and social unrest in Latin America may adversely affect our business.

- Because our business relies extensively on third-party service providers, failure of these parties to perform as expected, or interruptions in our relationships with these providers or in their provision of services to us, could have an adverse effect on our financial position and results of operations.

- Our financial results are exposed to foreign currency fluctuations.

Environmental and Regulatory Risks

- Our operations are subject to local, national and international environmental regulations; costs of compliance with applicable regulations, or the consequences of noncompliance, could adversely affect our results, our business or our reputation.

- Our business may be adversely affected by the consequences of climate change.

- The business is highly regulated and changes in the regulatory environment in the different countries may adversely affect our business and results of operations.

- We are subject to anti-corruption, anti-bribery, anti-money laundering and antitrust laws and regulations in Chile, Brazil, Peru, the United States and in the various other countries in which we operate.



- Violations of any such laws or regulations could have a material adverse impact on our reputation, results of operations and financial condition.
- We are subject to risks relating to litigation and administrative proceedings that could adversely affect our business and financial performance in the event of an unfavorable ruling.
- Rapid technological advancements and digitalization could generate risks in implementation and regulatory control.
- Our reputation and brand could be adversely impacted if we fail to make progress towards achieving our environmental sustainability goals.

Risks Related to our Indebtedness

- We have substantial liquidity needs and continue to pursue various financing options. Our business may be adversely affected if we are unable to service our debt or meet our future financing requirements.
- We have significant exposure to SOFR and other floating interest rates; increases in interest rates will increase our financing cost and may have adverse effects on our financial condition and results of operations.
- Our debt agreements contain various affirmative, negative and financial covenants, which could limit our ability to conduct our business. A breach of certain negative covenants could also trigger an event of default and acceleration of our indebtedness.

Risks Relating to our Common shares and ADRs

- Our major shareholders may have interests that differ from those of ADSs holders.
- The market perception of a secondary offering could create downward pressure on the market price of our common shares and ADRs.
- Holders of ADSs may be adversely affected by their limited voting rights.
- Holders of ADSs may be adversely affected by currency devaluations and foreign exchange fluctuations.
- Future changes in Chilean foreign investment controls and withholding taxes could negatively affect non-Chilean residents that invest in our shares.
- Our ADS holders may not be able to exercise preemptive rights in certain circumstances.
- We are not required to disclose as much information to investors as a U.S. issuer is required to disclose and, as a result, you may receive less information about us than you would receive from a comparable U.S. company.

Risks relating to our business

High levels of competition in the airline industry and the consolidation or mergers of competitors in the markets in which the group operates, may adversely affect the level of operations.

Our business, financial condition and results of operations could be adversely affected by high levels of competition within the industry, particularly the entrance of new competitors into the markets in which the group operates, and the potential implementation of aggressive pricing strategies by competitors. Airlines compete primarily over fare levels, frequency and dependability of service, brand recognition, passenger amenities (such as frequent flyer programs) and the availability and convenience of other passenger or cargo services. New and existing airlines (and companies providing ground cargo or passenger transportation) could enter our markets and compete with us on any of these bases, including by offering lower prices, more attractive services or increasing their route offerings in an effort to gain greater market share. For more information regarding our main competitors, see “Item 4. Information of the Company—Business Overview—Passenger Operations-International Passenger Operations” and “Item 4. Information of the Company—Business Overview—Passenger Operations—Business Model for Domestic Operations.”

Low-cost carriers have an important impact on the industry’s revenues given their low unit costs. Lower costs allow low-cost carriers to offer inexpensive fares which, in turn, allow price-sensitive customers to fly or to shift from legacy carriers to low-cost carriers. In past years, we have seen interest in the development of the low-cost model throughout Latin America. For example, Sky Airline and JetSmart are main competitors in the Chilean and Peruvian markets and both have low-cost business models. In 2024, JetSmart further expanded its footprint in the region by entering the domestic market in Colombia, a step forward in its growth strategy, and

intensifying competition with local carriers. Avianca has also adapted its business model by incorporating elements of a low-cost carrier, while retaining its network, loyalty program and strategic partnerships. Additionally, some airlines have pursued strategies of consolidation through alliances or mergers with legacy carriers. Examples include the creation of Abra Group (a partnership between Avianca and Gol), the American Airlines acquisition of a minority stake in JetSmart in December 2022, and the recent signing of a non-binding memorandum of understanding between Abra Group and Azul to explore a potential merger.

In the cargo business, companies such as Maersk, CMA CGM, and MSC have expanded into air transportation, partly due to the COVID-19 pandemic and the scarcity of containers. CMA CGM and Air France-KLM officially launched their long-term strategic air cargo partnership in April 2023, combining their complementary cargo networks and freighter capacity. However, this partnership was terminated by mutual agreement in January 2024, without changes to CMA CGM’s 9% stake in Air France-KLM. Additionally, MSC Air Cargo commenced operations in December 2022, with flights operated by Atlas Air. These consolidations, mergers, or new alliances might continue to appear, increasing the concentration and levels of competition.

Moreover, as a result of the competitive environment, there may be further consolidation in the Latin American and global airline industry, whether by means of acquisitions, joint ventures, partnerships or strategic alliances. We cannot predict the effects of further consolidation on the industry. Furthermore, consolidation in the airline industry and changes



in international alliances will continue to affect the competitive landscape in the industry and may result in the development of airlines and alliances with increased financial resources, more extensive global networks and reduced cost structures.

Some of our competitors may receive external support, which could adversely impact our competitive position.

Some of our competitors may receive support from external sources, such as their national governments, which may be unavailable to us. Support may include, among others, subsidies, financial aid or tax waivers. This support could place the group at a competitive disadvantage and adversely affect operations and financial performance. For example, Aerolineas Argentinas has historically been government subsidized. Additionally, during the COVID-19 pandemic, some competitors on long-haul routes (such as American Airlines, Delta Air Lines, Southwest, United and Airfrance-KLM) received government support. More recently, in January 2025, Azul and Gol entered into agreements with the Brazilian government to reduce their tax debts by approximately 42%. This support could place us at a competitive disadvantage and adversely affect our business, financial condition and results of operations

The group’s business and results of operations may be adversely affected if we fail to obtain and maintain routes, suitable airport access, slots and other operating permits.

LATAM group’s business depends upon our access to key routes and airports. Bilateral aviation agreements between countries, open skies laws and local aviation

approvals frequently involve political and other considerations outside of our control. The group’s operations could be constrained by any delay or inability to gain access to key routes or airports, including:

- limitations on our ability to transport more passengers;
- the imposition of flight capacity restrictions;
- the inability to secure or maintain route rights in local markets or under bilateral agreements; or
- the inability to maintain our existing slots and obtain additional slots.

The group operates numerous international routes subject to bilateral agreements, as well as domestic flights within Chile, Peru, Brazil, Ecuador and Colombia, subject to local route and airport access approvals. See “Item 4. Information on the Company—Business Overview—Regulation.”

There can be no assurance that existing bilateral agreements with the countries in which the group’s companies are based and permits from foreign governments will continue to be in effect. A modification, suspension or revocation of one or more bilateral agreements could have a material adverse effect on our business, financial condition and results of operations. The suspension of our permission to operate at certain airports, destinations or slots, or the imposition of other sanctions could also have a material adverse effect on our business. A change in the administration of current laws and regulations or the adoption of new laws and regulations in any

of the countries in which the group operates that restrict our routes, airports or other access may have a material adverse effect on our business, financial condition and results of operations.

It cannot be assured that in the future we will have access to adequate facilities and landing rights necessary to achieve our expansion plans.

Certain airports that we currently serve or plan to serve in the future may have capacity constraints and impose various restrictions. These restrictions include limitations on takeoff and landing slots during specific periods of the day and restrictions on aircraft noise levels. We cannot guarantee that our group will be able to secure an adequate number of slots, gates, and other facilities at airports to expand our services in line with our growth strategy. Additionally, airports that are currently not subject to capacity constraints may face such constraints in the future.

Furthermore, airlines must use their slots regularly and promptly, or they risk losing them to other carriers. If slots or other airport resources are unavailable or restricted in any way, we may need to modify schedules, alter routes, or reduce aircraft utilization. It is also possible that aviation authorities in the countries where our group operates may change the rules for assigning takeoff and landing slots. An example of this is the São Paulo airport (Congonhas), where slots previously operated by Avianca Brazil were reassigned primarily to Azul in 2019, after the Agência Nacional de Aviação Civil in Brazil (ANAC) approved new rules for slot distribution. Likewise, on June 7, 2022, ANAC passed Resolution No. 682, by which the ANAC approved new regulation for airport

coordination and defined the rules for allocating and monitoring the use of airport infrastructure through the use of slots (e.g., coordination of arrival and departure times) at coordinated airports. It also updated the parameters applicable to the airports of Congonhas, Guarulhos (Governador André Franco Montoro International Airport), Rio de Janeiro (Santos Dumont Airport), Recife (Gilberto Freyre International Airport) and Pampulha (Carlos Drummond de Andrade Airport). The occurrence of any of these scenarios involving LATAM group operations could have a negative financial impact on our business.

In October 2023, LATAM and JetSmart disputed the allocation of frequencies on the Santiago to Lima route. During a public bidding process conducted by the Chilean Junta de Aeronáutica Civil (JAC), LATAM secured 10 out of 13 available frequencies, while Sky Airline obtained the remaining three. JetSmart, which previously operated 14 frequencies on this route, lost nine of them in the bidding. JetSmart criticized the process, arguing that the allocation favored airlines with dominant market positions and raised concerns about potential frequency hoarding. In response, LATAM contended that JetSmart’s failure to secure frequencies was due to its own strategic choices and not the bidding mechanism. The dispute was brought by JetSmart to the Tribunal de Defensa de la Libre Competencia (Chilean Antitrust Court or “TDLC” by its Spanish name), which, in January 2025, concluded that the bidding process did not violate antitrust laws and adhered to existing regulations.

Moreover, we cannot guarantee that airports without current restrictions will not implement restrictions in the future, or that existing restrictions will not become more burdensome. These restrictions may

limit our ability to continue providing services or expanding our operations at these airports.

The group depends on strategic alliances, commercial relationships and regulatory approvals for international strategic growth, and its business could be adversely affected if any of these are disrupted or unattainable.

LATAM and its affiliates maintain numerous alliances and commercial relationships across the jurisdictions in which they operate. These partnerships enable the group to enhance its network and offer customers services that might otherwise be unavailable. However, if any of these alliances or relationships deteriorate, are terminated, or fail to provide the anticipated benefits, the group's business, financial condition, and results of operations could be adversely affected.

Furthermore, the group's international strategic growth plans rely, in part, on receiving regulatory approvals in the countries where it seeks to expand operations through joint business agreements. There is a risk that the group may not obtain necessary approvals, while competitors might, allowing them to compete for key routes and potentially erode the group's market share. This could adversely impact the group's ability to achieve its growth objectives and financial results. No assurances can be given regarding the benefits, if any, that might be derived from such agreements.

A failure to successfully implement the group's strategy or a failure to adjust such strategy to the current economic situation would harm the group's business.

We have developed a strategic plan centered on

connecting Latin America with itself and the world through a network of passenger and cargo transportation. Our strategy is built on delivering unmatched customer experiences, fostering sustainability and driving innovation, all while maintaining a balance between economic growth, operational efficiency, environmental care and social well-being.

To achieve these goals, we focus on offering a wide route network that combines competitive pricing with seamless connectivity across the Americas and beyond. Our approach integrates passenger segmentation and personalized services, ensuring accessibility for a broader audience while meeting the expectations of premium customers. Customer satisfaction remains at the core of our efforts, supported by cutting-edge digital solutions that create a safe and reliable travel experience.

Moreover, we are committed to sustainability and social responsibility, integrating environmental and social practices into our operations. We lead efforts in environmental management, climate change and circular economy, ensuring a positive impact on the regions we serve. We have been recognized globally, including our inclusion in the Dow Jones Sustainability Index.

Difficulties in implementing our strategy may adversely affect the group's business and results of operation.

LATAM group may experience difficulty finding, training and retaining employees, which can lead to increased costs and impair our ability to execute strategy and implement operational initiatives.

The airline industry is labor intensive. We employ a

large number of pilots, flight attendants, maintenance technicians and other operating and administrative personnel, such as specialized technology personnel. The airline industry has, from time to time, experienced a shortage of qualified personnel, especially pilots and maintenance technicians, which has somewhat intensified during the recovery phase of air traffic following the peak of the pandemic. Should turnover of employees, particularly pilots and maintenance technicians, sharply increase, our training costs will be significantly higher. LATAM group cannot assure that it will be able to recruit, train and retain the managers, pilots, technicians and other qualified employees that are needed to continue the current operations or replace departing employees. An increase in turnover or failure to recruit, train and retain qualified employees at a reasonable cost could materially adversely affect the business, financial condition and results of operations. A loss of key personnel or material erosion of employee morale could impair the ability to execute strategy and implement operational initiatives, thereby adversely affecting the group.

If we lose senior management and other key employees and they are not replaced by individuals with comparable skills, or we otherwise fail to maintain our Company's culture, our business and results of operations could be materially adversely affected.

We are dependent on the experience and industry knowledge of our officers and other key employees to design and execute our business plans. If we experience a substantial turnover in our leadership and other key employees, and we are not able to replace these persons with individuals with comparable skills, or we otherwise fail to maintain

our Company's culture, our performance could be materially adversely impacted. Furthermore, we may be unable to attract and retain additional qualified senior management and other key personnel as needed in the future.

Our business may experience adverse consequences due to collective action by LATAM group employees or third-party employees, including disruptions from strikes or other labor-related actions.

As of December 31, 2024, approximately 46% of the group's employees, including administrative personnel, cabin crew, flight attendants, pilots and maintenance technicians are members of unions and have contracts and collective bargaining agreements which expire on a regular basis. The business, financial condition and results of operations could be materially adversely affected by a failure to reach agreement with any labor union representing such employees or by an agreement with a labor union that contains terms that are not in line with expectations or that prevent the group from competing effectively with other airlines. For further information regarding the unions representing employees in each country in which the group operates and where we have established collective bargaining agreements, see "Item 6. Directors, Senior Management and Employees—Employees—Labor Relations."

Certain employee groups such as pilots, flight attendants, mechanics and our airport personnel have highly specialized skills. As a consequence, actions by these groups, such as strikes, walk-outs or stoppages, could severely disrupt operations and adversely impact our operating and financial performance, as well as our image.

A strike, work interruption or stoppage, or any prolonged dispute with employees who are represented by any of these unions could have an adverse impact on operations. These risks are typically exacerbated during periods of renegotiation with the unions, which typically occurs every two to four years depending on the jurisdiction and the union.

Any renegotiated collective bargaining agreement could feature significant wage increases and a consequent increase in our operating expenses. Any failure to reach an agreement during negotiations with unions may require us to enter into arbitration proceedings, use financial and management resources, and potentially agree to terms that are less favorable to us than our existing agreements. Employees who are not currently members of unions may also form new unions that may seek further wage increases or benefits.

In addition to actions by LATAM group employees, labor disputes involving third-party employees could also impact our operations. For instance:

On September 12, 2024, workers at Santiago's Arturo Merino Benítez International Airport in Chile initiated a strike following failed negotiations with the airport's concessionaire, Nuevo Pudahuel. The strike lasted one day, and workers mainly requested salary adjustments and increased meal allowances. The workers and Nuevo Pudahuel were able to reach an agreement on the following day.

On October 9, 2024, air traffic controllers employed by NAV Brasil planned a nationwide strike to demand an 8.5% salary adjustment. Although the strike was scheduled to last one day, it was cancelled after a

judicial ruling from the Superior Labor Court, which imposed heavy fines for any disruptions. The incident intensified labor tensions within the Brazilian aviation sector.

On November 15, 2024, Chile's Dirección General de Aviación Civil ("DGAC") employees initiated an indefinite nationwide strike over unpaid bonuses. The strike lasted three days before negotiations resumed, causing widespread delays and cancellations across Chilean airports. The disruption significantly impacted flight operations and emphasized ongoing labor disputes in the region.

While LATAM group has established protocols to manage these types of situations, there is no guarantee that we will always be able to reach mutually beneficial agreements in future disputes with employees, unions or third parties. Any prolonged disputes or disruptions could materially affect our operations, financial performance and market position.

We rely on maintaining a high aircraft utilization rate to increase our revenues and absorb our fixed costs, which makes us especially vulnerable to delays.

Generally, a key element of our strategy is to maintain a high daily aircraft utilization rate, which measures the number of hours we use our aircraft per day. High daily aircraft utilization allows us to maximize the amount of revenue we generate from our aircraft and absorb the fixed costs associated with our fleet and is achieved, in part, by reducing turnaround times at airports and developing schedules that enable us to increase the average hours flown per day. Our rate of aircraft utilization could be adversely affected by a number of different factors

that are beyond our control, including air traffic and airport congestion, adverse weather conditions, unanticipated maintenance and delays by third-party service providers relating to matters such as fueling, catering and ground handling. If aircraft fall behind schedule, the resulting delays could cause a disruption in our operating performance and have a financial impact on our results.

Our operations are subject to fluctuations in the supply and cost of jet fuel, which could adversely impact our business.

Higher jet fuel prices could have a materially adverse effect on our business, financial condition and results of operations. Jet fuel costs have historically accounted for a significant amount of our operating expenses, and accounted for 34.5% of our total costs of sales in 2024. For additional information, see "Item 11. Quantitative and Qualitative Disclosures about Market Risk—Risk of Fluctuations in Fuel Prices." Both the cost and availability of fuel are subject to many economic and political factors and events that we can neither control nor predict, including international political and economic circumstances such as the political instability in major oil-exporting countries.

Any fuel supply shortage, could result in higher fuel prices or reductions in scheduled airline services. In August 2024, an electrical failure at Ecopetrol (Colombia's state-owned company) refinery in Cartagena caused a significant aviation fuel shortage. This specific event led to operational challenges, including flight cancellations at major airports, as airlines struggled to manage the reduced supply. Ecopetrol implemented contingency measures to

address this shortage, including importing aviation fuel, but supply constraints persisted for weeks, underscoring the vulnerability of airline operations to such disruptions.

Other factors, such as production shortfalls by the Organization of the Petroleum Exporting Countries ("OPEC"), disruptions from severe weather or natural disasters, labor actions (e.g., the 2018 trucking strike in Brazil), or geopolitical conflicts like the unrest in the Middle East or the conflict in Ukraine, could similarly impact fuel prices and availability.

We cannot ensure that we would be able to offset any increases in the price of fuel. Additionally, lower fuel prices may result in lower fares through the reduction or elimination of fuel surcharges. We have entered into fuel hedging arrangements, but there can be no assurance that such arrangements will be adequate to protect us from an increase in fuel prices in the near future or in the long term. See "Item 11. Quantitative and Qualitative Disclosures About Market Risk—Risk of Fluctuations in Fuel Prices."

We are exposed to increases in landing fees and other airport service charges that could adversely affect our margins and competitive position.

The group must pay fees to airport operators for the use of their facilities. Any substantial increase in airport charges, including at Guarulhos International Airport in São Paulo, Jorge Chavez International Airport in Lima or Comodoro Arturo Merino Benitez International Airport in Santiago, among others, could have a material adverse impact on our results of operations. Passenger taxes and airport charges

have increased substantially in recent years. We cannot assure that the airports in which the group operates will not increase or maintain high passenger taxes and service charges in the future. Any such increases could have an adverse effect on our financial condition and results of operations.

A significant portion of our cargo revenue comes from relatively few product types and may be impacted by events affecting their production, trade or demand.

The group's cargo demand, especially from Latin American exporters, is concentrated in a small number of product categories, such as exports of fish, shell fish and fruit from Chile, asparagus from Peru and fresh flowers from Ecuador and Colombia. Similarly, import markets play a key role in our cargo operations, with demand for products such as manufactured goods, auto parts, pharmaceuticals and technology equipment driving inbound cargo traffic into Latin America.

Events that adversely affect the production, trade or demand for these goods may adversely affect the volume of goods that are transported and may have a significant impact on the results of operations. Future trade protection measures by or against the countries for which we provide cargo services may have an impact on cargo traffic volumes and adversely affect our financial results. Some of the cargo products are sensitive to foreign exchange rates and, therefore, traffic volumes could be impacted by the appreciation or depreciation of local currencies.

An accumulation of ticket refunds could have an adverse effect on our financial results.

If the group is required to pay out a substantial amount of ticket refunds in cash, this could have an adverse effect on our financial results or liquidity position. Furthermore, LATAM has agreements with financial institutions that process customer credit card transactions for the sale of air travel and other services. Under certain of LATAM's credit card processing agreements, the financial institutions in certain circumstances have the right to require that LATAM maintain a reserve equal to a portion of advance ticket sales that have been processed by that financial institution, but for which LATAM has not yet provided the service (i.e., air transportation). Such financial institutions may require cash or other collateral reserves to be established or withholding of payments related to receivables to be collected. Refunds lower our liquidity and put us at risk of triggering liquidity covenants in these processing agreements and, in doing so, could force us to post cash collateral with the credit card companies for advance ticket sales.

If we are unable to incorporate leased aircraft, including both operating leases and financial leases, into the fleet at acceptable rates and terms in the future, our business could be adversely affected.

A large portion of the aircraft fleet is subject to long-term leases, including operating leases and financial leases. These leases typically run from 8 to 12 years from the date of execution. We may face more competition for, or a limited supply of leased aircraft, making it difficult to negotiate on competitive terms upon expiration of the current leases or to lease additional capacity required for the targeted level of operations. If we are forced to pay higher lease rates, whether for operating or financial

leases, in the future to maintain our capacity and the number of aircraft in the fleet, our profitability could be adversely affected.

Increases in insurance costs and/or significant reductions in coverage could harm our financial condition and results of operations.

Significant events affecting the aviation insurance industry (such as terrorist attacks, airline crashes or accidents, and health epidemics and the related widespread government-imposed travel restrictions) may result in significant increases of airlines' insurance premiums and/or relevant decreases of insurance coverage. Further increases in insurance costs and/or reductions in available insurance coverage could have a material impact on our financial results, change the insurance strategy, and also increase the risk of uncovered losses.

Increases in our labor costs, which constitute a substantial portion of our total operating expenses, could directly impact our earnings.

Labor costs constitute a significant percentage of our total cost of sales (15.1% in 2024) and at times in our operating history we have experienced pressure to increase wages and benefits for our employees. A significant increase in our labor costs could result in a material reduction in our earnings.

We face reputational risks related to the use of social media.

LATAM group frequently uses social media platforms as marketing tools. These platforms provide LATAM group, as well as individuals, with access to a broad

audience of consumers and other interested persons. Negative commentary regarding LATAM group or the products it sells may be posted on social media platforms and similar devices at any time, and may be adverse to LATAM group's reputation or business. Further, as laws, regulations, and different platforms' terms of service rapidly evolve to govern the use of social media, the failure by LATAM group, its employees or third parties acting on LATAM group's behalf to abide by applicable laws and regulations in the use of these platforms and devices could adversely impact LATAM group's business, financial condition, and results of operations or subject it to fines or other penalties.

We face reputational risks related to misinformation and disinformation

The proliferation of false or misleading content may be used as a mechanism to sow doubt among the general public and tarnish the image of foreign products and services. Misinformation or disinformation regarding LATAM group or the services it offers, may affect its reputation and customer relations. The spread of false or malicious news could generate negative perceptions regarding LATAM group's safety, service quality or environmental practices, weakening consumer trust in the group's operations. Additionally, criticism amplified through social media and digital platforms could harm the brand, especially in sensitive markets or during specific crises. Moreover, the spread of such information could (i) create higher crisis management costs for LATAM, as the group would need dedicated resources to monitor and counteract misinformation in real time, (ii) influence customer behavior, reducing flight demand or affecting the preference for the

group over competitors, and (iii) create tensions with employees or unions, impacting the work environment and hindering collective negotiations.

Safety & operational risks

We depend on a limited number of suppliers for certain aircraft and engine parts. LATAM group flies and depends on Airbus and Boeing aircraft, and our business could be adversely affected if we do not receive timely deliveries of aircraft, if aircraft from these suppliers become unavailable or if the public develops a negative perception of the aircraft we use in our operations.

We depend on a limited number of suppliers for aircraft, aircraft engines and many aircraft and engine parts. As a result, we are vulnerable to problems associated with the supply of those aircraft, parts and engines, including design defects, mechanical problems, contractual performance by the suppliers, or adverse perception by the public that would result in unscheduled maintenance requirements, in customer avoidance or in actions by the aviation authorities resulting in an inability to operate our aircraft. During 2024, LATAM group’s main suppliers were aircraft manufacturers Airbus and Boeing.

In addition to Airbus and Boeing, LATAM group has a number of other suppliers, primarily related to aircraft accessories, spare parts and components, including Pratt & Whitney Canada, MTU Maintenance, Rolls-Royce, General Electric Commercial Aviation Services Ltd., General Electric Celma, General Electric Engines Service, CMF International and Honeywell, among others.

As of December 31, 2024, LATAM group had a total fleet of 270 Airbus and 77 Boeing aircraft (4 of these aircraft are non-current assets classified as held for sale). Risks relating to Airbus and Boeing include:

- our failure or inability to obtain Airbus or Boeing aircraft, parts or related support services on a timely basis because of high demand, aircraft delivery backlog or other factors;
- the interruption of fleet service as a result of unscheduled or unanticipated maintenance requirements for these aircraft;
- the issuance by the Chilean or other aviation authorities of directives restricting or prohibiting the use of our Airbus or Boeing aircraft, or requiring time-consuming inspections and maintenance;
- adverse public perception of a manufacturer as a result of safety concerns, negative publicity or other problems, whether real or perceived, in the event of an accident;
- delays between the time we realize the need for new aircraft and the time it takes us to arrange for Airbus and Boeing or for a third-party provider to deliver this aircraft; or
- the delay, for any reason, to conclude cabin upgrade projects that could result in aircraft unavailability for a certain period of time.

The COVID-19 pandemic and its impact on the aviation industry, along with the subsequent global supply chain challenges faced by manufacturers and distributors, resulted in a widespread shortage

of aircraft and delays in scheduled deliveries. Consequently, the waiting period for obtaining new aircraft as well as the time between a new order and its delivery became longer, affecting both Airbus and Boeing, as well as LATAM group.

On July 25, 2023, Pratt & Whitney disclosed a powder metal contamination issue affecting PW1100 GTF engines, which power Airbus Neo Family aircraft. As of December 31, 2024, LATAM group reported 44 Airbus Neo family aircraft within its fleet (approximately 13% of the total fleet). The total number of AOG (Aircraft on Ground) affecting LATAM group’s operations is a fraction of this number and will depend on the turnaround time of the shop inspection and engine repair, and the level of cycles that the engines have. These operational disruptions resulting from engine shortages from Pratt & Whitney, along with potential reductions in air traffic, could have an adverse effect on our business, operational results and financial condition. Our business could also be materially adversely affected if the passengers avoid flying on our aircraft due to an adverse perception of aircraft manufacturing, whether because of safety concerns or other problems, real or perceived, or in the event of an accident involving such aircraft or its engines.

Additionally, during 2024 Rolls-Royce experienced delays in the maintenance of the engines used for the Boeing 787-9 aircraft. These delays intensified the operational challenges faced by airlines, including LATAM group, as they navigate the disruptions caused by engine shortages.

As of December 31, 2024, LATAM has found support from both Pratt & Whitney and Rolls-Royce, who, together with the company, are exploring solutions

to the above mentioned mechanical difficulties.

While LATAM is currently addressing the above mentioned mechanical difficulties with the support from both Pratt & Whitney and Rolls-Royce, the occurrence of any one or more of the above mentioned factors could restrict our ability to use aircraft to generate profits, respond to increased demands, or could otherwise limit our operations and adversely affect our business.

Problems with air traffic control systems or other technical failures could interrupt our operations and have a material adverse effect on our business.

The operations, including the ability to deliver customer service, are dependent on the effective operation of the equipment, including aircraft, maintenance systems and reservation systems. The operations are also dependent on the effective operation of domestic and international air traffic control systems and the air traffic control infrastructure by the corresponding authorities in the markets in which the group operates. Equipment failures, personnel shortages, air traffic control problems and other factors that could interrupt operations could adversely affect our financial results as well as our reputation.

Losses and liabilities in the event of an accident involving one or more of our aircraft could materially affect our business.

We are exposed to potential catastrophic losses in the event of an aircraft accident, terrorist incident or any other similar event. There can be no assurance that, as a result of an aircraft accident or significant incident:



- we will not need to increase our insurance coverage;
- our insurance premiums will not increase significantly;
- our insurance coverage will fully cover all of our liabilities; and
- we will not be forced to bear substantial losses.

Substantial claims resulting from an accident or significant incident in excess of our related insurance coverage could have a material adverse effect on our business, financial condition and results of operations. Moreover, any aircraft accident, even when comprehensively insured, could cause the negative public perception that our operations or aircraft are less safe or reliable than those operated by other airlines or by other flight operators, which could have a material adverse effect on our business, financial condition and results of operations.

On November 18, 2022, LATAM Airlines Peru reported that during the take-off of flight LA 2213 at Lima's Jorge Chávez International Airport a fire truck entered the runway while performing an emergency drill and collided with its aircraft. Authorities subsequently confirmed fatalities of three firefighters who were in the fire truck that struck the aircraft. There were no fatalities among the 102 passengers and 6 crew members of the aircraft. According to the final report of the Aviation Accidents Investigation Commission (Comisión de Investigación de Accidentes de Aviación, "CIAA") issued in September 2023, this chain of events was originated by the airport operator's inadequate planning and coordination, as well as the failure to use the communication and International Civil Aviation Organization ("ICAO") standardized

phraseology. The aircraft damage from this event was covered by LATAM's insurance policies.

Similarly, on March 11, 2024, LATAM experienced another incident involving flight LA800, which operated from Sydney to Auckland. The Boeing 787-9 aircraft encountered a severe technical difficulty approximately an hour before landing, resulting in an abrupt drop in altitude. This unexpected movement led to injuries among ten passengers and three crew members. There were no fatalities among the 263 passengers and 9 crew members of the aircraft. The incident was caused by a technical issue within the aircraft, which a later investigation suggested was caused by a flight attendant who might have inadvertently activated a switch on a cockpit seat. The Company has since been working closely with aviation safety authorities to prevent future occurrences. LATAM's insurance policies covered the medical treatment of the injured passengers and crew, and the repair costs associated with the incident.

Prolonged technical and operational issues with the airport infrastructure in cities where we have a significant presence may have a material adverse effect on our operations.

Our operations and growth strategy are dependent on the facilities and infrastructure of key airports, including Santiago's International Airport, São Paulo's Guarulhos International and Congonhas Airports, Brasilia's International Airport, Bogota's El Dorado International Airport, and Lima's Jorge Chavez International Airport.

Santiago's International Airport opened its new International Terminal, called Terminal 2, at the end

of February 2022. The new terminal reduced assisted check-in counters by 50%, which poses a challenge to the airlines as it obligates them to implement self-service models. Santiago's International Airport has made significant progress in its remodeling plans for Terminal 1, which is being conducted in two phases (east and west). During the initial phase of Terminal 1's remodeling, LATAM effectively maintained and concentrated operations in the east sector, utilizing the existing facilities. In August 2024, the concessionaire began the second phase of the remodeling, shifting the entire operation of the national terminal to the west sector. This transition has resulted in some impacts on LATAM's use of the facilities, causing operational challenges, including longer processing times for passengers. The entire remodeling project for Terminal 1 is on track and is scheduled to be completed by August 2025, as initially planned

The renovation and expansion of Iquique's Diego Aracena International Airport in Chile has been successfully completed, significantly enhancing its infrastructure. The modernization included the expansion of the passenger terminal, upgrades to boarding and disembarking areas and the installation of state-of-the-art baggage handling systems. Similarly, Arica's Chacalluta International Airport concluded its renovation in December 2024. The project doubled the terminal's size to 12,184 m² and introduced improvements, such as the addition of five boarding bridges, a new control tower, expanded baggage claim areas, and additional airline counters.

In addition, there are four other ongoing projects in Chile, primarily focused on expansion and renovation, which are expected to be completed between 2025 and 2026: Balmaceda Airport, Calama Airport, La

Florida International Airport and Presidente Carlos Ibáñez del Campo International Airport.

In Peru, the Jorge Chávez International Airport in Lima continues to face challenges with limited growth capacity on the airside infrastructure, including the runway, apron and parking areas, as well as overcrowding within the terminal. The airport concessionaire is in the final stages of constructing a second runway and a new terminal. While these facilities were initially planned to be completed by the end of January 2025, their opening has been rescheduled for March 30, 2025. Any further delays or limitations stemming from ongoing construction could negatively impact our operations, hinder growth potential, and affect our competitiveness both in Peru and the broader region.

On the other hand, Jaén Airport and Jauja Airport in Peru continue to face challenges due to runway infrastructure issues, which previously led to operational disruptions and flight cancellations. In response, the Peruvian government initiated urgent interventions in 2023 to address these concerns. At Jaén Airport, operations were suspended several times in 2023 due to poor runway conditions, leading to the announcement of a rehabilitation schedule for the runway and a terminal improvement project. However, the works are still ongoing, and no official completion date has been confirmed, leaving the airport with limited operational capacity.

Similarly, at Jauja Airport, renovation and improvement works for the runway were launched with the goal of enhancing safety and accommodating larger aircraft. The project is expected to be completed by mid-2025, according to recent government updates.

However, due to the deteriorated condition of the runway, LATAM Airlines Peru indefinitely suspended its operations to and from this airport in February 2025, citing safety concerns for passengers. Although these efforts reflect the government's commitment to improving regional airports, delays and ongoing construction continue to affect flight schedules and connectivity in the region.

Brazilian airports, such as the Brasília and São Paulo (Guarulhos) International Airports, have limited the number of takeoff and landing slots per day due to infrastructural limitations. Any condition that would prevent or delay our access to airports or routes that are vital to our strategy, or our ability to maintain our existing slots and obtain additional slots, could materially adversely affect our operations.

In 2022, under Brazil's state government Airport Concession Program, 15 airports were granted new concessions. Among these, eight are operated by LATAM group, including Congonhas Airport in downtown São Paulo. The Concession Program facilitates significant infrastructure investments but also involves a substantial volume of simultaneous work. Over the next five years, 29 of the 55 airports operated by LATAM group in Brazil are scheduled for infrastructure improvements, which may lead to temporary restrictions and could affect our revenues.

In 2023, GRU Airport, the concessionaire of Guarulhos Airport, commenced the final phase of its infrastructure expansion after delays due to the COVID-19 pandemic. The project includes building a new rapid exit taxiway on the main runway and additional taxiways, as well as plans for new piers and apron expansions. Completion is expected between 2025 and 2029,

with additional investments of R\$1.4 billion required under the extended concession agreement approved by the Federal Court of Accounts ("TCU").

In 2024 the Brazilian government announced plans to build or modernize 100 airports across the country within the next five years. As of now, many of these projects are in the planning or early construction stages, with some renovations already underway.

While LATAM group is closely coordinating with and supporting the airport concessionaires, any delays on the completion of the ongoing remodeling or expansion works of any of the airports indicated above would materially adversely affect our operations.

Our business may be adversely affected by a downturn in the airline industry caused by exogenous events that affect travel behavior or increase costs, such as outbreak of disease, weather conditions and natural disasters, war or terrorist attacks.

Demand for air transportation may be adversely impacted by exogenous events, such as epidemics (such as Ebola and Zika) and pandemics (such as the COVID-19 pandemic), terrorist attacks, war or political and social instability. Increasing geopolitical tensions and hostilities in connection with the conflict in Ukraine, and in the Middle East, and the trade and monetary sanctions that have been imposed in connection with those developments, have affected, and could significantly affect, worldwide oil prices and demand, cause turmoil in the global financial system and negatively impact air travel. Situations such as these could have a material impact on the business, financial condition and results of operations.

Following a terrorist attack by Hamas in the Gaza strip on October 7, 2023, Israel declared war on Hamas and other terrorist organizations in Gaza. While a ceasefire has been declared, the situation remains uncertain and subject to change. The ongoing military conflict in Israel and the surrounding region, as well as the stability of any ceasefire and its long-term outcomes, are highly unpredictable. The Israeli conflict and any future terrorist attacks or threat of attacks, whether or not involving commercial aircraft, any increase in hostilities relating to reprisals against terrorist organizations or otherwise and any related economic impact could result in decreased passenger traffic and materially and negatively affect the business, financial condition and results of operations.

Revenues for airlines depend on the number of passengers carried, the fare paid by each passenger and service factors, such as the timelines of flight departures and arrivals. During periods of fog, ice, low temperatures, storms or other adverse weather conditions or natural disasters outside of our control, some or all of our flights may be cancelled or significantly delayed, affecting and disrupting our operations and reducing profitability. Increases in the frequency, severity or duration of thunderstorms, hurricanes, typhoons, floods or other severe weather events, including from changes in the global climate and rising global temperatures, could result in increases in delays and cancellations, turbulence-related injuries and fuel consumption to avoid such weather, any of which could result in loss of revenue and higher costs. For example, in 2022, a LATAM aircraft was severely damaged after flying through stormy weather on approach to Asuncion Airport in Paraguay, and was required to make an emergency

landing. In October 2023, there were significant delays and cancellations due to strong weather conditions in Guarulhos airport, Brazil. Likewise, in February, 2024, forest fires in Chile affecting the Valparaíso Region and La Araucanía Region impacted LATAM's operations at the Arturo Merino Benítez International Airport and at La Araucanía International Airport, respectively, delaying flights and increasing operational costs derived from certain commercial flexibility measures granted to passengers affected by the fires.

Furthermore, in early May 2024, Salgado Filho International Airport in Porto Alegre, Brazil, experienced unprecedented flooding due to severe storms in the region. The airport's runways and terminals were submerged, leading to an indefinite suspension of all operations. To maintain connectivity, commercial flights were temporarily relocated to Canoas Air Force Base, approximately 17 kilometers northeast of Porto Alegre. After extensive recovery efforts, the airport partially resumed operations on October 21, 2024. LATAM Airlines Brazil began gradually resuming domestic flights in October 2024, ensuring essential air connectivity in Brazil. By January 2025, LATAM group had reintroduced international flights from Porto Alegre to Lima and Santiago. Notably, LATAM group did not report any damage to its aircraft as a result of the flooding. However, it had significant economic impacts on airlines operating in the region. For instance, LATAM reported a \$25 million reduction in its operating income in the second quarter of 2024 as a result of the floods. This event underscores the vulnerability of critical infrastructure to extreme weather events, highlighting the need for enhanced resilience measures in the face of climate change.

In addition, fuel prices and supplies, which constitute a significant cost for us, may increase as a result of any future terrorist attacks, a general increase in hostilities or a reduction in output of fuel, voluntary or otherwise, by oil-producing countries. Such increases may result in both higher airline ticket prices and decreased demand for air travel generally, which could have an adverse effect on revenues and results of operations.

The impacts of a pandemic and the efforts to mitigate the spread of a virus may adversely impact the group’s business, operations and financial results.

A pandemic, such as COVID-19, and its variants may negatively affect global economic conditions, disrupt supply chains and negatively affect aircraft manufacturing operations and reduce the availability of aircraft spare parts.

There is a possibility of changes in consumer behavior in the medium and long term as a result of a pandemic and its variants that may generate adverse financial impacts for LATAM. The COVID-19 pandemic and the accompanying fear of widespread outbreaks of communicable diseases materially reduced the demand for and availability of air travel around the world, materially affecting our business, operations and financial performance .

By the end of 2023, our operations in domestic markets were fully recovered, and the international segment fully recovered during the first quarter of 2024. While LATAM corporate segment already achieved pre-pandemic RPK levels, we cannot assure that a new pandemic or any of its variants will not affect the business in the future.

Disruptions or security breaches of our information technology infrastructure or systems could interfere with the operations, compromise passenger or employee information, and expose us to liability, which may adversely affect our business and reputation.

A serious internal technology error, failure, or cybersecurity incident impacting systems hosted internally at our data centers, externally at third-party locations or cloud providers, or large-scale interruption in technology infrastructure we depend on, such as power, telecommunications or the internet, may disrupt our technology network with potential impact on our operations. Our technology systems and related data may also be vulnerable to a variety of sources of interruption, including natural disasters, terrorist attacks, telecommunications failures, computer viruses, cyber-attacks, security breaches in the supply chain (suppliers) and other security issues. These systems include our computerized airline reservation system, flight operations system, telecommunications systems, website, customer, self-service applications (“apps”), maintenance systems, check-in kiosks, in-flight entertainment systems and data centers.

In July 2024, a major global technology disruption affecting multiple industries was triggered by a flaw in a software update to the CrowdStrike Falcon platform. The disruption triggered outages in Microsoft’s systems, affecting millions of Windows operated devices, which resulted in airlines, banks and media outlets experiencing significant problems in their operations.

Although the disruption was not a cybersecurity

incident, LATAM group’s technical and business teams quickly implemented the protocols established to safeguard the technological environment, successfully avoiding any operational interruptions in flights and critical systems. Consequently, no flights were cancelled during the technological disruption.

Furthermore, in light of the rise of generative Artificial Intelligence (“AI”) technology, generative AI systems have the potential to create deceptive or harmful content, such as deep fakes or fake news, leading to misinformation and manipulation. The misuse or malicious intent of generative AI could pose a threat to our operations and reputation.

In addition, as a part of our ordinary business operations, we collect and store sensitive data, including personal information of our customers and employees and information of our business partners. The secure operation of the networks and systems on which this type of information is stored, processed and maintained is critical to our business operations and strategy. Unauthorized parties may attempt to gain access to our systems or information through fraud, deception, or cybersecurity incidents. Hardware or software we develop or acquire may contain defects that could unexpectedly compromise information security. The compromise of our technology systems resulting in the loss, disclosure, misappropriation of, or access to, customers’, employees’ or business partners’ information could result in legal claims or proceedings, liability or regulatory penalties under laws protecting the privacy of personal information, disruption to our operations and damage to our reputation, any or all of which could adversely affect our business.

To date, we have not experienced any major incidents related to cybersecurity or our information systems. Any such incident could cause damage to our reputation and may require us to expend substantial resources to remedy the situation, and could therefore have a material adverse effect on our business and results of operations. In addition, there can be no assurance that any efforts we make to prevent these incidents will be successful in avoiding harm to our business. See “Item 16K. Cybersecurity.”

Risks relating to the airline industry and the countries in which the group operates

Because our performance is heavily dependent on economic conditions in the countries in which the group does business, negative economic conditions in those countries could adversely impact the group’s business and results of operations and cause the market price of our common shares and ADSs to decrease.

Passenger and cargo demand is heavily cyclical and highly dependent on global and local economic growth, economic expectations and foreign exchange rate variations, among other things. The occurrence of similar events in the future could adversely affect our business. The group plans to continue to expand operations based in Latin America, which means that performance will continue to depend heavily on economic conditions in the region.

Latin American countries have historically experienced economic instability, including uneven periods of economic growth as well as significant downturns (e.g., periods of severe economic recession, currency devaluation, high inflation and political instability).

Our business has been adversely affected by these factors and global economic recessionary conditions, which include weak economic growth in Chile, recessions in Brazil and Argentina, and poor economic performance in certain emerging market countries in which the group operates.

High interest rates, inflation (in some cases substantial and prolonged), and unemployment rates generally characterize each economy. Because commodities such as agricultural products, minerals and metals represent a significant percentage of exports of many Latin American countries, the economies of those countries are particularly sensitive to fluctuations in commodity prices. Investments in the region may also be subject to currency risks, such as restrictions on the flow of money in and out of the country, extreme volatility relative to the U.S. dollar and devaluation.

Accordingly, our business, financial condition and results of operations may be adversely affected by changes in government policies or regulations in Latin America, including such factors as exchange rates and exchange control policies, inflation control policies, price control policies, consumer protection policies, import duties and restrictions, liquidity of domestic capital and lending markets, electricity rationing, tax policies, including tax increases and retroactive tax claims, and other political, diplomatic, social and economic developments in or affecting the countries where the group operates.

According to S&P, as of December 31, 2024, long term local currency ratings of the countries where LATAM group operates in South America are as follows: Ecuador B- (negative outlook), Peru BBB (stable

outlook), Colombia BBB- (negative outlook), Chile A+ (stable outlook) and Brazil BB (stable outlook). Similarly, the long-term foreign currency ratings for these countries are: Ecuador B- (negative outlook), Peru BBB- (stable outlook), Colombia BB+ (negative outlook), Chile A (stable outlook) and Brazil BB (stable outlook).

LATAM cannot ensure that any country will not experience similar adverse developments in the future or that the current or any future administration will maintain business-friendly and open market economic policies or policies that stimulate economic growth and social stability.

Latin American governments have exercised and continue to exercise significant influence over their economies.

Governments in Latin America frequently intervene in the economies of their respective countries and occasionally make significant changes in policy and regulations. Governmental actions have often involved, among other measures, nationalizations and expropriations, price controls, currency devaluations, mandatory increases on wages and employee benefits, capital controls and limits on imports. Our business, financial condition and results of operations may be adversely affected by changes in government policies or regulations, including exchange rates and exchange control policies, inflation control policies, price control policies, consumer protection policies, import duties and restrictions, liquidity of domestic capital and lending markets, electricity rationing, tax policies (including tax increases and retroactive tax oversight). For example, the Brazilian government's actions to control inflation and implement other

policies have involved wage and price controls, depreciation of the real, restrictions on remittance, and intervention by the Central Bank to affect base interest rates.

In the future, the level of intervention by Latin American governments may continue or increase. We cannot assure that these or other measures will not have a material adverse effect on the economy of each respective country and, consequently, will not adversely affect our business, financial condition and results of operations.

Political instability and social unrest in Latin America may adversely affect our business.

LATAM group operates primarily within Latin America and is thus subject to a full range of risks associated with our operations in this region. These risks may include unstable political or social conditions, lack of well-established or reliable legal systems, exchange controls and other limits on our ability to repatriate earnings and changeable legal and regulatory requirements.

Although political and social conditions in one country may differ significantly from another country, events in any of our key markets could adversely affect the business, financial conditions or results of operations.

For example, in July 2017, Brazilian President Luiz Inácio Lula da Silva was convicted of corruption and money laundering by a lower federal court in the State of Paraná in connection with "Operation Car Wash". However, the conviction was overturned and his political rights restored by the Brazilian Supreme Court. President Luiz Inácio Lula da Silva ran for

office in the presidential election of October 2022 and narrowly defeated President Bolsonaro. Former President Bolsonaro questioned the results of the elections, resulting in protests across the country. Luiz Inácio Lula da Silva was sworn in as president in January 2023. We cannot predict which policies the president Luiz Inácio Lula da Silva may adopt or change during his term in office, or the effect that any such policies might have on our business and on the Brazilian economy.

In Peru, on December 7, 2022, President Pedro Castillo announced the dissolution of the congress and called for new elections to be held immediately, provoking an attempted coup d'état. Subsequently, he was removed from office and arrested. On the same day, Vice President Dina Boluarte assumed the presidency of Peru, to serve the remaining presidential term until 2026. Dina Boluarte is the sixth president Peru has had since 2018. None of her five predecessors in office managed to complete the five-year term established by the Constitution and several former presidents are in prison or prosecuted in judicial proceedings.

In October 2019, Chile saw significant protests associated with economic conditions which resulted in the declaration of a state of emergency in several major cities. The protests in Chile began over criticisms about social inequality, lack of quality education, weak pensions, increasing prices and low minimum wage. If social unrest in Chile were to intensify again, it could lead to operational delays or adversely impact our ability to operate in Chile.

Furthermore, current initiatives to address the concerns of the protesters are under discussion in the Chilean Congress. These initiatives include labor reforms, tax reforms and pension reforms, among others. On October 25, 2020, Chile widely approved a referendum to redraft the constitution via constitutional convention. The election for selecting the 155-member constitutional convention took place on May 15 and 16, 2021. On July 4, 2021, the constitutional convention was convened for a nine-month period, with the possibility of a one-time, three-month extension, to present a new constitution. The proposed constitution was finalized on July 4, 2022. On September 4, 2022, a referendum was held, in which the proposed constitution was rejected by a margin of 62% to 38% of voters. On December 12, 2022, Chilean lawmakers announced that they had agreed to a document entitled “Acuerdo por Chile” (Agreement for Chile). This document marked the establishment of a new consensus and served as foundation for redrafting the new proposed constitution. The second proposed constitution was finalized on October 30, 2023. On December 17, 2023, a referendum was held, in which the proposed constitution was rejected by a margin of 55% to 45% of voters.

Chile held presidential elections in December 2021, with left-wing Gabriel Boric winning by a wide margin. Gabriel Boric was sworn in as president in March 2022. There can be no assurance that the recent changes in the Chilean administration, its constitution or any future civil unrest will not adversely affect our business, operating results and financial condition in Chile.

In Ecuador, Guillermo Lasso was elected as President

in 2021, for the 2021-2025 period. On May 16, 2023, following the media exposure of the “Encuentro Case”, which revealed the connections between the Lasso government and certain members of the Albanian mafia, the National Assembly initiated an impeachment process against President Lasso, for embezzlement. However, the next day, Guillermo Lasso issued an executive decree (Decreto Ejecutivo 741), which ordered the dissolution of the National Assembly and called for extraordinary presidential and legislative elections to complete the period. On October 15, 2023, Daniel Noboa was elected as an interim president of the Republic of Ecuador for a period of 18 months. He became the youngest president elected by popular vote in the history of the country at thirty-five years of age, and the second youngest president in the country’s history.

On January 7, 2024, Adolfo Macias, the leader of a major drug cartel in Ecuador, escaped from prison. This event revealed strong connections between the gangs controlling the prisons in the country and governmental officers, and caused a series of riots and violent attacks across the country, including looting, burning vehicles, shootings, explosions and abductions of police officers and civilians. As a consequence, on January 8, 2024, President Noboa declared a 60-day state of emergency in an attempt to control gang violence, with the support of the army. As a consequence of the ongoing violence, President Noboa extended the state of emergency by 30 days. Moreover, on April 21, 2024, a constitutional referendum was held, in which amendments related to heightened safety measures were accepted.

On August 7, 2022, Gustavo Petro, candidate for the left-wing “Pacto Histórico” party, was elected

President of Colombia. Although throughout history elected governments (and the Colombian Congress) have pursued free market economic policies, with almost no economic interventions, we cannot predict whether the policies that could be adopted by the administration would have a negative impact on the Colombian economy or our business operations and financial performance. Further, regional elections were held on October 29, 2023, to elect governors for the 32 departments in Colombia as well as mayors and members of the local Administrative boards of the national territory.

On November 19, 2023, Javier Milei was elected president of the Republic of Argentina for a period of four years. Javier Milei is a right-wing politician and economist, who has proposed a comprehensive overhaul of the country’s fiscal and structural policies (among others, to dollarize the economy, privatize state public companies, remove subsidies on public utilities and close the Argentine Central Bank of Argentina). The Argentine Executive Branch has enacted Decree No. 70/2023 contemplating several measures to reduce the size of the public administration and public expenses and to deregularize the economy. In addition, on June 28, 2024, the Argentine Congress approved Law No. 27,742 (the “Ley de Bases”) which (i) declared a public emergency for one year in administrative, economic, financial, and energy matters; (ii) delegated a series of legislative powers to the Argentine Executive Branch for the same period; and (iii) provided for a series of legal, institutional and tax reforms affecting various sectors of the economy. However, we cannot predict the social political or economic impact of the measures announced and implemented by the government to date, as well as any future measures or

the outcome of the deregulation scheme purported to be enforced through the above mentioned legislation. Such measures could affect our financial condition and the results of operations.

Although conditions throughout Latin America vary from country to country, our customers’ reactions to developments in Latin America generally may result in a reduction in passenger traffic, which could materially and negatively affect our financial condition and results of operations.

Because our business relies extensively on third-party service providers, failure of these parties to perform as expected, or interruptions in our relationships with these providers or in their provision of services to us, could have an adverse effect on our financial position and results of operations.

We have engaged a significant number of third-party service providers to perform a large number of functions that are integral to our business, including regional operations, operation of customer service call centers, distribution and sale of airline seat inventory, provision of technology infrastructure and services, performance of business processes, including purchasing and cash management, provision of aircraft maintenance and repairs, catering, ground services, and provision of various utilities and performance of aircraft fueling operations, among other vital functions and services. We do not directly control these third-party service providers, although we do enter into agreements with many of them that define expected service performance. Any of these third-party service providers, however, may materially fail to meet their service performance commitments, may suffer disruptions to their systems that could

impact their services, or the agreements with such providers may be terminated. For example, flight reservations booked by customers and/or travel agencies via third-party Global Distribution Systems (“GDSs”) may be adversely affected by disruptions in our business relationships with GDS operators or by issues in the GDS’s operations. Such disruptions, including a failure to agree upon acceptable contract terms when contracts expire or otherwise become subject to renegotiation, may cause the carriers’ flight information to be limited or unavailable for display, significantly increase fees for both us and GDS users, and impair our relationships with customers and travel agencies.

As of May 1, 2023, LATAM group launched a New Distribution Capability (“NDC”), which follows the International Air Transport Association’s (“IATA”) modernized standard language (XML based) to transmit data. This distribution channel is an alternative for travel agencies across all regions where the group operates, to access our content, and be able to shop, book, and manage orders. While this distribution channel mitigates risks of interruption of our services and lowers our dependency on GDS’s technology, we cannot assure that the NDC by LATAM will operate without disruptions that may affect our operations.

The failure of any of our third-party service providers to adequately perform their service obligations, or other interruptions of services including those of NDC by LATAM, may reduce our revenues and increase our expenses or prevent us from operating our flights and providing other services to our customers. In addition, our business, financial performance and reputation could be materially harmed if our customers believe that our services are unreliable or unsatisfactory.

Our financial results are exposed to foreign currency fluctuations.

We prepare and present our consolidated financial statements in U.S. dollars. LATAM and its affiliates operate in numerous countries and face the risk of variation in foreign currency exchange rates against the U.S. dollar or between the currencies of these various countries. Changes in the exchange rate between the U.S. dollar and the currencies in the countries in which the group operates could adversely affect the business, financial condition and results of operations. If the value of the Brazilian real, Chilean peso or other currencies in which revenues are denominated declines against the U.S. dollar, our results of operations and financial condition will be affected. The exchange rate of the Chilean peso, Brazilian real and other currencies against the U.S. dollar may fluctuate significantly in the future.

Changes in Chilean, Brazilian and other governmental economic policies affecting foreign exchange rates could also adversely affect the business, financial condition, results of operations and the return to our shareholders on their common shares or ADSs. We actively manage the Brazilian real to U.S. dollar (R\$/US\$) exchange rate risk by entering into FX derivative contracts and carrying out internal operations for obtaining natural hedging. For further information, see “Item 11. Quantitative and Qualitative Disclosures About Market Risk—Risk of Variation in Foreign Exchange Rates.”

Environmental and regulatory risks

Our operations are subject to local, national and international environmental regulations; costs

of compliance with applicable regulations, or the consequences of noncompliance, could adversely affect our results, our business or our reputation.

LATAM group’s operations are affected by environmental regulations at local, national and international levels. These regulations cover, among other things, emissions to the atmosphere, disposal of solid waste and aqueous effluents, aircraft noise and other activities incident to the business. Future operations and financial results may vary as a result of such regulations. Compliance with these regulations and new or existing regulations that may be applicable to us in the future could increase our cost base and adversely affect operations and financial results. In addition, failure to comply with these regulations could adversely affect us in a variety of ways, including adverse effects on the group’s reputation.

In 2016, the ICAO adopted a resolution creating the Carbon Offsetting and Reduction Scheme for International Aviation (“CORSIA”), providing a framework for a global market-based measure to stabilize carbon dioxide (“CO2”) emissions in international civil aviation (i.e., civil aviation flights that depart in one country and arrive in a different country). CORSIA will be implemented in phases, starting with the participation of ICAO member states on a voluntary basis during a pilot phase (from 2021 through 2023), followed by a first phase (from 2024 through 2026) and a second phase (from 2027). Currently, CORSIA focuses on defining standards for monitoring, reporting and verification of emissions from air operators, as well as on defining steps to offset CO2 emissions after 2020. In order to comply with this strategy, we have developed sustainability strategies focused on climate change and we have taken different measures,

such as the alliance with the Cataruben foundation in Colombia, with the objectives of offsetting CO2 through reducing deforestation and switching to sustainable agriculture practices, amongst others, thus contributing to improve the communities’ life quality and the protection of biodiversity. In addition, we have other initiatives in place such as the promotion of SAF (Sustainable Aviation Fuel) with local governments and the lean fuel program which seeks to improve fuel efficiency. In addition, frameworks such as the Emissions Trading System, both in the EU and UK (“EU-ETS” and “UK-ETS”), are regulations related to the European market, where airlines have a pre-established amount of CO2 emissions for each year, which are then reduced over time, similar to a “cap and trade” system. Airlines must report and verify emissions related to this scheme and surrender the allocated allowances in time in order to comply. Should operations exceed the maximum allocated emissions, airlines must either acquire more from the market or pay the corresponding fee to the authority.

The proliferation of national regulations and taxes on CO2 emissions in the countries that the group has domestic operations, including environmental regulations that the airline industry is facing in Colombia, where limits on offsetting programs were included in the new Tax Reform of 2022, may also affect the cost of operations and the margins.

Our business may be adversely affected by the consequences of climate change.

There are regulatory risks associated with the management of climate change in the short and medium term, due to the fact that, in an effort



from different countries to contribute to the fight against climate change, there is a tendency to impose economic instruments such as carbon taxes or emissions trading systems that seek to regulate emissions from different industries, including the aviation industry. These mechanisms seek to discourage the consumption of fossil fuels, through imposing an additional cost. However, in the case of the airline industry, especially in the South American region, there is no viable substitute fuel that would allow the industry to migrate to other types of fuels. The related risks present an opportunity to work hand in hand with the relevant governments to implement public policies allowing for progress in the production of sustainable aviation fuels in the region, thus promoting the migration away from fossil fuels and creating policies and instruments relevant to industries such as aviation, which currently has no substitute fuel available in South America. In the long term, there are physical risks associated with climate change, including the risk for greater intensity of meteorological phenomena, such as storms, tornados, hurricanes, floods and others, which in turn may pose a risk to infrastructure (destinations, airports) and communities. As a consequence, it may be necessary to modify routes and destinations, which in turn may affect our business and results of operations.

The business is highly regulated and changes in the regulatory environment in the different countries may adversely affect our business and results of operations.

Our business is highly regulated and depends substantially upon the regulatory environment in the countries in which the group operates or intends

to operate. For example, price controls on fares may limit our ability to effectively apply customer segmentation profit maximization techniques (“passenger revenue management”) and adjust prices to reflect cost pressures. High levels of government regulation may limit the scope of our operations and our growth plans. The possible failure of aviation authorities to maintain the required governmental authorizations, or our failure to comply with applicable regulations, may adversely affect our business and results of operations.

Our business, financial condition and results of operations may be adversely affected by changes in policy or regulations at the federal, state or municipal level in the countries in which the group operates, involving or affecting factors such as:

- interest rates;
- currency fluctuations;
- monetary policies;
- inflation;
- liquidity of capital and lending markets;
- tax and social security policies;
- labor regulations;
- energy and water shortages and rationing; and
- other political, social and economic developments in or affecting Brazil, Chile, Peru, and the United States, among others.

For example, the Brazilian federal government has frequently intervened in the domestic economy and made drastic changes in policy and regulations to control inflation and affect other policies and regulations. This has required the federal government to increase interest rates, change taxes and social security policies, implement price controls, currency exchange and remittance controls, devaluations, capital controls and limits on imports.

Uncertainty over whether the Brazilian federal government will implement changes in policy or regulation affecting these or other factors may contribute to economic uncertainty in Brazil and to heightened volatility in the Brazilian securities markets and securities issued abroad by Brazilian companies. These and other developments in the Brazilian economy and governmental policies may adversely affect us and our business and results of operations and may adversely affect the trading price of our common shares and ADSs.

We are also subject to international bilateral air transport agreements that provide for the exchange of air traffic rights between the countries where the group operates, and we must obtain permission from the applicable foreign governments to provide service to foreign destinations. There can be no assurance that such existing bilateral agreements will continue, or that we will be able to obtain more route rights under those agreements to accommodate our future expansion plans. Certain bilateral agreements also include provisions that require substantial ownership or effective control. Any modification, suspension or revocation of one or more bilateral agreements could have a material adverse effect on our business, financial condition and results of operations. The

suspension of our permits to operate to certain airports or destinations, the inability for us to obtain favorable take-off and landing authorizations at certain high-density airports or the imposition of other sanctions could also have a negative impact on our business. We cannot be certain that a change in ownership or effective control or in a foreign government’s administration of current laws and regulations or the adoption of new laws and regulations will not have a material adverse effect on our business, financial condition and results of operations.

We are subject to anti-corruption, anti-bribery, anti-money laundering and antitrust laws and regulations in Chile, Brazil, Peru, the United States and in the various other countries in which we operate. Violations of any such laws or regulations could have a material adverse impact on our reputation, results of operations and financial condition.

We are subject to anti-corruption, anti-bribery, anti-money laundering, antitrust and other international laws and regulations and are required to comply with the applicable laws and regulations of all jurisdictions where the group operates. In addition, we are subject to economic sanctions regulations that restrict dealings with certain sanctioned countries, individuals and entities. There can be no assurance that internal policies and procedures will be sufficient to prevent or detect all inappropriate practices, fraud or violations of law by affiliates, employees, directors, officers, partners, agents and service providers or that any such persons will not take actions in violation of our policies and procedures. Any violations by us of laws or regulations could have a material adverse effect on the business, reputation, results of operations and financial condition.



We are subject to risks relating to litigation and administrative proceedings that could adversely affect our business and financial performance in the event of an unfavorable ruling.

The nature of the business exposes us to litigation relating to labor, insurance and safety matters, regulatory, tax and administrative proceedings, governmental investigations, tort claims and contract disputes. Litigation is inherently costly and unpredictable, making it difficult to accurately estimate the outcome among other matters. Currently, as in the past, we are subject to proceedings or investigations of actual or potential litigation. Although we establish accounting provisions as we deem necessary, the amounts that we reserve could vary significantly from any amounts we actually have to pay due to the inherent uncertainties in the estimation process. We cannot assure you that these or other legal proceedings will not materially affect the business. For further information, see “Item 8. Financial Information—Legal and Arbitration Proceedings” and Note 30 to our audited consolidated financial statements included in this report.

Rapid technological advancements and digitalization could generate risks in implementation and regulatory control.

Globally, there have been large advances in processes of digitization and technological innovation. These new technologies could generate new risks in their implementation that could impact us directly or indirectly. As an example, at the beginning of 2022, the implementation of 5G in the United States had a temporary impact on operations at certain airports and generated a review by the Federal Aviation

Administration (“FAA”) on the specific requirements for its implementation. Additionally, during the course of 2023, while the widespread adoption and growth of Generative Artificial Intelligence systems demonstrated significant innovation and advancement in our operations, they could present certain risks that would likely require a regulatory framework to effectively address them. While LATAM is working on internal policies to regulate the use of these technologies, all processes of digitization and technological innovation may be exposed to risks, or may need to adjust to comply with future regulatory frameworks.

Similarly, the rapidly increasing technological transformation may advance faster than the review and control capacity of the authorities and the knowledge about the effects of their possible impacts, which could affect us directly or indirectly in ways we cannot foresee.

Our reputation and brand could be adversely impacted if we fail to make progress towards achieving our environmental sustainability goals.

Our reputation and brand could also be adversely impacted by, among other things, failure to make progress toward and achieve our environmental sustainability goals, as well as public pressure from investors or policy groups to change our policies or negative public perception of the environmental impact of air travel. For example, we are committed to significantly reducing our carbon emissions, with the long-term ambition of achieving carbon neutrality by 2050. Achieving this will require significant capital investment from manufacturers and other stakeholders, as we are unable to achieve these long-term goals

using our existing fleet, current technologies and available fuel sources. We are continuing to develop our climate strategy and transition plan; however, our ability to execute on such a plan is subject to substantial risks and uncertainties, as it is dependent on the actions of governments and third parties and will require, among other things, significant capital investment, including from third parties, research and development from manufacturers and other stakeholders, along with government policies and incentives to reduce the cost, and incentive production of technologies that are not available at scale. Significant damage to our reputation and brand could have a material adverse effect on our business and financial results, including as a result of litigation related to any of these matters.

Risks related to our indebtedness

We have substantial liquidity needs and continue to pursue various financing options. Our business may be adversely affected if we are unable to service our debt or meet our future financing requirements.

We have a high degree of debt and payment obligations under our aircraft leases and financial debt arrangements. We require significant amounts of financing to meet our aircraft capital requirements and may require additional financing to fund our other business needs. We cannot guarantee that we will have access to or be able to arrange for financing in the future on favorable terms. Higher financing costs could affect our ability to expand or renew our fleet, which in turn could adversely affect our business.

In addition, a substantial portion of our property and equipment is subject to liens securing our indebtedness, including our secured bonds and loans. In the event

that we fail to make payments on our bonds and loans, creditors’ enforcement of liens could limit or end our ability to use the affected property and equipment to fulfill our operational needs and thus generate revenue. For further information, related to current contractual obligations, see “Item 5. Operating and Financial Review and Prospects—Contractual Obligations—Long Term Indebtedness.”

Moreover, external conditions in the financial and credit markets may limit the availability of funding or increase its costs, which could adversely affect our profitability, our competitive position and result in lower net interest margins, earnings and cash flows, as well as lower returns on shareholders’ equity and invested capital. Factors that may affect the availability of funding or cause an increase in our funding costs include global macro-economic crises, reductions in our credit rating or in that of our issuances, and other potential market disruptions.

We have significant exposure to SOFR and other floating interest rates; increases in interest rates will increase our financing cost and may have adverse effects on our financial condition and results of operations.

Because the publication of LIBOR was discontinued on June 30, 2023, we have amended our derivative and debt contracts to replace the LIBOR rate for the Secured Overnight Financing Rate (“SOFR”) as an alternative rate as convened by the Alternative Reference Rates Committee (“ARRC”). SOFR will fluctuate with changing market conditions and, as SOFR increases, our interest expense will mechanically increase, which could have an adverse effect on our total financing costs. As of December 31, 2024, our

variable interest rate debt amounted to US\$928 million.

We may be unable to adequately adjust our prices to offset any increased financing costs, which would have an adverse effect on our results of operations. If we are unable to adequately adjust our prices, our revenue might not be sufficient to offset the increased payments due under our loans and this would adversely affect our financial condition and results of operations. In addition, there is no guarantee that SOFR or other replacement rates for LIBOR will maintain market acceptance. See also the discussion of interest rate risk in “Item 11. Quantitative and Qualitative Disclosures About Market Risks—Risk of Fluctuations in Interest Rates.”

Our debt agreements contain various affirmative, negative and financial covenants, which could limit our ability to conduct our business. A breach of certain negative covenants could also trigger an event of default and acceleration of our indebtedness.

Certain of our debt instruments, including our (i) 13.375% Senior Secured Notes due 2029 (the “2029 Notes”) and (ii) 7.875% Senior Secured Notes due 2030 (the “2030 Notes”), contain an asset coverage ratio and certain limitations to the incurrence of additional indebtedness by us and our subsidiaries. A decline in this coverage ratio, including due to factors that are beyond our control, could require us to post additional collateral, trigger an increase in the annual interest rates stipulated under our various debt instruments, or an event of default.

Complying with certain of the covenants in our debt agreements and other restrictive covenants that

may be contained in any future debt agreements could limit our ability to operate our business and to take advantage of business opportunities that are in our long-term interest. See Note 31 of our audited consolidated financial statements.

While the covenants in our debt agreements are subject to important exceptions and qualifications, if we fail to comply with them and are unable to obtain a waiver or amendment, refinance the indebtedness subject to these covenants or take other mitigating actions, an event of default would result. These arrangements also contain other events of default customary for such financings. If an event of default were to occur, the lenders or noteholders could, among other things, declare outstanding amounts due and payable and where applicable and subject to the terms of relevant collateral agreements, repossess collateral, including aircraft or other valuable assets. In addition, an event of default or acceleration of indebtedness under one agreement could result in an event of default under other of our debt instruments. The acceleration of significant indebtedness could require us to seek to renegotiate, repay or refinance the obligations under our debt arrangements, and there is no assurance that such renegotiation or refinancing efforts would be successful.

Risks relating to our common shares and adrs

Our major shareholders may have interests that differ from those of ADSs holders.

As of December 31, 2024, our major shareholders beneficially owned, in the aggregate, 63% of our common shares. Each of these shareholders could have interests that may differ from those of other

shareholders, including our ADSs holders. While their interests are not necessarily aligned, these major shareholders hold shares, and will continue to hold shares after this offering, with sufficient voting power under Chilean law to approve substantially all of the forms of corporate action subject to decision by shareholders’ meetings, including the distribution of dividends above the minimum dividend required by law, to elect a majority of the members of our board of directors, direct our management and control substantially all matters that are to be decided by a vote of shareholders, including fundamental corporate transactions.

The market perception of a secondary offering could create downward pressure on the market price of our common shares and ADRs.

Approximately 53% of our common shares are held by the shareholders disclosed in Item 6 and approximately 25% of our common shares are held by shareholders who have agreed amongst themselves or as part of the subscription of the Company’s convertible notes Series H and the conversion thereof into common shares of the Company not to sell such shares until November 2026 (the “Long-Term Sale Limitations”). However, the Long-Term Sale Limitations could be amended, waived or otherwise modified in most cases without the consent or knowledge of the investors. Accordingly, while any share can be sold at any time, the market perception of a potential large-scale sale of our common shares could create downward pressure on the market price of our ADSs.

In the future, we may also issue additional common shares if we need to raise capital, which could constitute a material portion of our then-issued

and outstanding common stock. Any such issuances may dilute your ownership interest in the Company if preemptive rights are not exercised in a timely manner and have an adverse impact on the price of the ADSs or the common shares underlying the ADSs.

Holders of ADSs may be adversely affected by their limited voting rights.

Holders of ADSs may exercise voting rights with respect to common shares represented by ADSs only in accordance with the deposit agreement governing the ADSs. Holders of ADSs will face practical limitations in exercising their voting rights because of the additional steps involved in our communications with ADS holders. To exercise their voting rights, holders of ADSs must instruct the ADS depositary on a timely basis on how they wish to vote. Under the terms of the deposit agreement, if holders of ADSs do not provide JP Morgan Chase Bank, N.A., in its capacity as depositary for the ADSs, with timely instructions on the voting of the common shares underlying their ADSs, the depositary will be deemed to have been instructed to give a person designated by the board of directors the discretionary right to vote those common shares. The person designated by the board of directors to exercise this discretionary voting right may have interests that are aligned with certain of our major shareholders, which may differ from those of our other shareholders. Historically, our board of directors has designated its chairman to exercise this right, but there is no guarantee that it will do so in the future. The members of the board of directors elected by the shareholders in 2024 designated Ignacio Cueto, to serve in this role. Ignacio Cueto is a member of the Cueto Group, one

of our major shareholders.

Holders of ADSs may be adversely affected by currency devaluations and foreign exchange fluctuations.

If the Chilean peso exchange rate falls relative to the U.S. dollar, the value of the ADSs and any distributions made thereon from the depositary could be adversely affected. Cash distributions made in respect of the ADSs are received by the depositary (represented by the custodian bank in Chile) in pesos, converted by the custodian bank into U.S. dollars at the then-prevailing exchange rate and distributed by the depositary to the holders of the ADRs evidencing those ADSs. In addition, the depositary will incur foreign currency conversion costs (to be borne by the holders of the ADRs) in connection with the foreign currency conversion and subsequent distribution of dividends or other payments with respect to the ADSs.

Future changes in Chilean foreign investment controls and withholding taxes could negatively affect non-Chilean residents that invest in our shares.

Equity investments in Chile by non-Chilean residents have been subject in the past to various exchange control regulations that govern investment repatriation and earnings thereon. Although not currently in effect, regulations of the Central Bank of Chile have in the past imposed such exchange controls. Nevertheless, foreign investors or custodians (as applicable, whether investments are made directly or through such custodian) still have to provide the Central Bank of Chile with information related to equity investments in accordance with the provisions set forth in the compendium of Foreign Exchange

Regulations (Compendio de Normas de Cambios Internacionales) of the Central Bank of Chile. Although the custodian for the ADS depositary is currently responsible for providing such information with respect to the ADS program to the Central Bank of Chile, we cannot predict what information Chilean regulators may require from holders of ADSs in the future. Furthermore, any changes in withholding taxes could negatively affect non-Chilean residents that invest in our shares.

We cannot assure you that additional Chilean restrictions applicable to the holders of ADSs, the disposition of the common shares underlying ADSs or the repatriation of the proceeds from an acquisition, a disposition or a dividend payment, will not be imposed or required in the future, nor could we make an assessment as to the duration or impact, were any such restrictions to be imposed or required. For further information, see “Item 10. Additional Information—Exchange Controls — Foreign Investment and Exchange Controls in Chile.”

Our ADS holders may not be able to exercise preemptive rights in certain circumstances.

Chilean Corporate Law requires Chilean corporations to offer existing shareholders the right to subscribe a sufficient number of shares to maintain their existing percentage of ownership in a company whenever that corporation issues new shares for cash, subject to certain exceptions. Under this requirement, any preemptive rights will be offered by us to the depositary as the registered owner of the common shares underlying the ADSs, but holders of ADSs and shareholders located in the United States will not be allowed to exercise preemptive rights with

respect to new issuances of shares by us unless a registration statement under the Securities Market Act is effective with respect to those common shares or an exemption from the registration requirements thereunder is available.

To the extent that a holder of our ADSs is unable to exercise its preemptive rights because a registration statement has not been filed, the depositary may attempt to sell the holder’s preemptive rights in Chile and distribute the net proceeds of the sale, net of the depositary’s fees and expenses, to the holder, provided that a secondary market for those rights exists and a premium can be recognized over the cost of the sale. A secondary market for the sale of preemptive rights can be expected to develop if the subscription price of the shares of our common stock upon exercise of the rights is below the prevailing market price of the shares of our common stock. However, we cannot assure you that a secondary market in preemptive rights will develop in connection with any future issuance of shares of our common stock or that, if a market develops, a premium can be recognized on their sale. Amounts received in exchange for the sale or assignment of preemptive rights relating to shares of our common stock will be taxable in Chile and in the United States. The inability of holders of ADSs to exercise preemptive rights in respect of common shares underlying their ADSs could result in a change in their percentage ownership of common shares following a preemptive rights offering. If a secondary market for the sale of preemptive rights does not develop and such rights cannot be sold, they will expire, and a holder of our ADSs will not realize any value from the grant of the preemptive rights. In either case, the equity interest of a holder of our ADSs in us will be diluted

proportionately.

We are not required to disclose as much information to investors as a U.S. issuer is required to disclose and, as a result, you may receive less information about us than you would receive from a comparable U.S. company.

The corporate disclosure requirements that apply to us may not be equivalent to the disclosure requirements that apply to a U.S. company and, as a result, you may receive less information about us than you would receive from a comparable U.S. company. We are subject to the reporting requirements of the Securities Exchange Act of 1934, as amended (the “Exchange Act”). The disclosure requirements applicable to foreign issuers under the Exchange Act are more limited than the disclosure requirements applicable to U.S. issuers. Publicly available information about issuers of securities listed on Chilean stock exchanges also provides less detail in certain respects than the information regularly published by listed companies in the United States or in certain other countries. Furthermore, there is a lower level of regulation of the Chilean securities market and of the activities of investors in such markets as compared with the level of regulation of the securities markets in the United States and in certain other developed countries. For further information, see “Item 16G. Corporate Governance.”

PROCUREMENT

SUSTAINABLE PROCUREMENT INDICATORS	
Criterion	2024
Percentage of specific suppliers that have signed the supplier code of conduct	100%
Percentage of specific suppliers with contracts that include clauses on environmental, labor practices and human rights requirements	100%
Number of specific suppliers covered by a Corporate Social Responsibility (CSR) assessment	95
Percentage of all buyers who received training on sustainable procurement	100%



COMMITMENT TO SUSTAINABILITY

ENVIRONMENTAL MANAGEMENT

Scope of the information

	UNIT	2021	2022	2023	2024
JET FUEL— AIR OPERATION	%	100	100	100	100
Fuel— stationary sources					
Diesel	%	96	100	96	100
Natural gas	%	100	100	N/A	N/A
Gasoline	%	100	100	100	100
LPG	%	100	100	100	100
Fuel— mobile sources					
Diesel	%	96	96	98	96
Gasoline	%	96	96	100	96
LPG	%	100	100	N/A	96
Refrigerating gases (various)	%	100	100	100	100
Electricity	%	100	100	100	100
Transportation using other airlines (jet fuel)	%	100	100	100	100

¹ The total coverage of the three categories must not exceed 100%. To avoid double counting, in operations with multiple certifications or types of assurance, the following order of priority is applied: first, international standards coverage; then, third-party assurance; and finally, internal assurance.

Assurance and certification of latam group's environmental management system (ems) in 2024

	COVERAGE (%) ¹	DESCRIPTION
International standards (e.g., ISO 14001, JIS Q 14001 and EMAS certification, etc.).	98.8%	LATAM group implements a certified, transparent and auditable Environmental Management System (EMS) in its operations in Brazil, Chile, Colombia, Ecuador, the United States and Peru, following IEnvA and ISO 14001 standards.
Third parties by specialized companies	1.2%	LATAM group works with the International Air Transport Association (IATA) IEnvA certification program, which independently evaluates the environmental commitment of various aviation players, such as airlines, airports and related service providers. Based on international standards and best practices, such as ISO 14001 and the IATA Operational Safety Audit (IOSA), IEnvA offers a comprehensive and voluntary solution for environmental management and sustainability in the airline industry.
LATAM group specialists from headquarters	-	LATAM group conducts annual inspections of its facilities in each country, along with drills on how to manage the established protocols

Profitability of environmental investments

	UNIT	2024
Capital investments	US\$	200,057
Operating expenses	US\$	2,211,532
Total expenses	US\$	2,411,588
Savings, cost reduction, revenue generation and tax incentives, among others.	US\$	0



CLIMATE CHANGE
MANAGEMENT

NCG 519: 3.1.II GOVERNANCE FRAMEWORK AND 3.6.II AND 3.6.IV RISK MANAGEMENT

SASB TR-AL-110A.2
TCFD

● Governance

LATAM group manages the governance of climate-related risks and opportunities through a clear structure and a strategic approach involving various areas of the organization. In this context, the Board of Directors has appointed a Sustainability and Strategy Subcommittee, which is the highest authority on climate issues, to oversee these risks and opportunities.

This Committee is responsible for advancing sustainability objectives and commitments into the future, as well as developing, implementing and reporting on the Sustainability Strategy, which includes specific objectives, along with key performance indicators (KPIs) and budgets for the main business units and functional areas, as well as high-level strategy reviews. In addition, it provides annual reports to the Board of Directors on the progress and results of the sustainability and climate strategies, together with the executives in charge of the strategic pillars of sustainability.

On the other hand, the definition of objectives related to climate risks and opportunities, as well as the monitoring of their progress through a set of KPIs, is overseen by the Sustainability, Safety and Fuel

Management areas to ensure effective monitoring of the progress towards the established objectives.

At the operational level, the Corporate Affairs and Sustainability Team is responsible for identifying environmental and social risks, which are consolidated and reported to LATAM group’s Executive Committee and Risk Management Unit. These are then integrated into the organization’s risk management matrix. In this regard, Management plays a key role in monitoring, managing and overseeing these risks, ensuring that decisions are informed and effective controls are implemented.

Through this governance structure, LATAM group ensures that climate risks and opportunities are effectively managed, aligning with its sustainability objectives and strengthening its resilience to the challenges of climate change management.

● Strategy

Considering that sustainability and financial transparency are increasingly valued and essential, and in response to the growing interest in climate risk management, since 2023, LATAM group has been conducting a scenario analysis to identify and assess climate-related risks and opportunities. This process resulted in the identification and prioritization of 12 key risks and opportunities, based on an initial analysis that included over 50 factors. With these

findings, LATAM group seeks to align its climate risk disclosure with TCFD recommendations.

This alignment not only strengthens transparency in risk management, but also allows LATAM group to integrate these climate elements into its business management, thus consolidating its leadership in sustainability.

Defining time horizons

TIME HORIZON	YEAR
Short term	2025
Medium term	2030
Long term	2050

LATAM group incorporates climate factors into its strategic plans, addressing both physical risks and extreme weather events, as well as transition opportunities towards a low-carbon economy arising from regulatory changes. To this end, it implements mitigation and adaptation strategies that include sustainable technologies, operational optimization and collaboration with stakeholders.

In addition, LATAM group conducts climate scenario analyses to assess its resilience and anticipate impacts on its operations and finances. This approach enables it to develop contingency plans and take advantage of emerging opportunities, consolidating

its adaptation and strengthening its commitment to sustainability.



Summary of the assessment of climate scenarios for the main physical and transitional risks and opportunities identified.

RISK	TYPE OF RISK	RISK DESCRIPTION	TIME HORIZON	IMPACT FOR THE COMPANY
Extreme temperatures	Physical	Due to global warming, extreme temperatures are becoming more frequent and severe, due to the increase of greenhouse gases (GHG), which trap heat in the atmosphere, affecting aircraft performance and infrastructure integrity.	Short: Low	In the operational sphere, rising temperatures could make it impossible for aircraft to take off on runways that are not long enough, while accelerating pavement deterioration. This phenomenon, combined with the decrease in air density, affects aircraft cargo capacity, which could translate into an economic impact for LATAM group. Likewise, in offices, an increase in temperatures implies higher energy consumption due to the intensive use of air conditioning systems.
			Medium: Moderate	
			Long: High	
Coastal flooding	Physical	Coastal flooding occurs mainly due to a rise in sea levels. This is a direct effect of climate change, caused by the melting of glaciers and ice caps, as well as the thermal expansion of water as the oceans warm.	Short: Very low	One of the main challenges is service disruptions and restricted access to airports, which affects both passengers and workers. In addition, potential damage to airport infrastructure, including aircraft and facilities, can result in significant communication disruptions and high repair costs. Climate projections indicate that the Santos Dumont (Brazil) and José Joaquín de Olmedo (Ecuador) airports face an increasing risk of flooding, with estimated levels of between 5 and 10 cm.
			Medium: Very low	
			Long: Very low	
River flooding	Physical	Increased precipitation and heavy rainfall events. Changes in rainfall patterns due to climate change, affecting drainage and increasing the risk of flooding.	Short: Low	Same impacts as indicated for coastal flooding. With regard to projections, 40 airports are expected to experience some flooding within a 5 km radius, with 11 of them expected to experience more than 10 cm of flooding.
			Medium: Low	
			Long: Low	
Torrential rains	Physical	Alterations in the hydrological cycle, due to global warming, which modifies pressure and wind systems, affecting rainfall.	Short: High	Torrential rains pose a challenge for LATAM group's operations due to their ability to cause localized surface water flooding. These events can cause significant problems and delays in operations, in addition to complicating access to airports for both workers and passengers. Projections indicate that the number of airports exposed to moderate and high flood risks will grow between 2030 and 2050, increasing the need for adequate preparedness.
			Medium: Low	
			Long: Moderate	
Thunderstorm	Physical	Changes in global weather patterns may increase storm frequency and intensity. This is due to the warming of oceans and the atmosphere, which generates more energy for this purpose.	Short: High	Thunderstorms can pose a risk to the health and safety of LATAM group's airborne and ground personnel, as well as to the continuity of operations. According to the recommendations of the International Civil Aviation Organization (ICAO), operations must be suspended when lightning is detected within a 5 km radius of the airport, which can disrupt operations. By 2050, airports in the Galapagos Islands (Ecuador) and Junin (Peru) are expected to face a high risk of thunderstorms, with significant increases also projected for other airports in the region, such as in Colombia and mainland Ecuador.
			Medium: Moderate	
			Long: Moderate	



RISK	TYPE OF RISK	RISK DESCRIPTION	TIME HORIZON	IMPACT FOR THE COMPANY
High winds	Physical	High winds can result from severe storms, cold fronts, or tropical cyclones, which intensify with global warming as it affects atmospheric circulation patterns, and can intensify low pressure systems and increase wind speeds.	Short: Very low	High winds can pose a challenge to LATAM Group's hubs, potentially causing damage to airport infrastructure and, in some cases, leading to the temporary interruption of ground handling. These events not only increase the costs of repairs and new infrastructure, but also affect flights' on-time performance (OTP) and safety, with direct impacts on aircraft take-off, as well as delays and cancellations. The number of airports exposed to this risk is expected to remain stable from 2030 to 2050.
			Medium: Low	
			Long: Low	
Storm (tropical cyclones)	Physical	Low pressure systems that need a set of specific atmospheric conditions, such as high humidity, light winds in the upper levels of the atmosphere and warm sea temperatures, to develop and strengthen.	Short: Moderate	Tropical cyclones pose a challenge for LATAM group, with the potential to cause extensive damage to office and airport infrastructure. These extreme events can result in a considerable increase in costs due to necessary repairs or the construction of new infrastructure. In addition, they can affect the performance of aircraft engines, which increases maintenance requirements and, consequently, operating costs. Fuel supply disruptions are another associated critical risk, which can increase operating and supply costs within the fuel value chain.
			Medium: Very low	
			Long: Very low	
Clear-air turbulence	Physical	A phenomenon that occurs in clear skies, far from any cloud formations or thunderstorms. This occurs when there are sudden variations in wind speed at different altitudes, which generates unstable and turbulent air currents. Indeed, in the North Atlantic, models conclude that for every 1°C increase in global temperature, moderate turbulence is expected to increase by 14% in autumn and summer, and by 9% in winter and spring.	Short: Uncertain	Clear-air turbulence poses a challenge for LATAM group, especially in terms of aircraft damage, which could result in detours and rerouting. These operational adjustments not only increase interruptions, but also raise operating and insurance costs. In addition, there is a significant risk to passenger and crew health and safety, which could negatively impact LATAM group's reputation. With the projected increase in annual maximum temperature in New York (USA) by almost 2.5°C by 2050, flights to and from New York are expected to face more challenging conditions. In South America, the March to August period is expected to experience an increase in moderate turbulence, which could affect flight experience and operational planning.
			Medium: Uncertain	
			Long: High	
Fires	Physical	The main increase in wildfires is expected to be due to a decrease in total rainfall along with rising temperatures in the region, especially in the Amazon, where the region's optimal conditions for wildfires may increase from 42% to 63% by 2050 in a 4°C increase scenario. In South America, the area burned annually (in a 4°C scenario in 2050) is expected to increase from 0.7K km2 to 2.5K km2, mainly in the Amazon and the Cerrado region of Brazil.	Short: Low	Wildfires pose a risk to LATAM group's operations, with the potential to cause significant disruptions and damage to airport infrastructure. These events can affect air quality, limiting the visibility and safety of air operations, resulting in flight diversions, cancellations and delays, thereby increasing operating costs.
			Medium: Low	
			Long: Moderate	



OPPORTUNITY	TYPE OF OPPORTUNITY	DESCRIPTION OF OPPORTUNITY	TIME HORIZON	IMPACT FOR THE COMPANY
Capacity for technological transition to a low-carbon economy	Transition	LATAM group is committed to transitioning to a low-carbon economy, integrating various technologies and strategies that foster sustainability. This technological transition focuses on several key aspects: use of SAF, technological and operational efficiency, collaboration with key stakeholders such as governments, and its commitment to sustainability based on its strategy.	Short: Low	LATAM group faces an opportunity to increase profits by reducing operating costs related to fossil fuel consumption and carbon emissions. Implementing sustainable practices not only improves operational efficiency, but also enhances reputation, attracting consumers with an increasing awareness of the environment and securing sustainable revenues in the long term. This strategic approach could increase LATAM group's valuation and attract sustainable financial capital. As aviation is highly dependent on fossil fuels, it is necessary to invest in innovation and implement low-carbon technologies. In the medium term, the use of SAF appears to be the most viable alternative, as long as the enabling conditions are created in the region. While there are emerging technologies for short or regional flights, these are still under development and depend on corporate initiatives such as aircraft refurbishment and regulations that enable the creation of a robust supply chain, especially in regions such as Latin America.
			Medium: High	
			Long: High	
Carbon price exposure that includes the aviation sector	Transition	Although it may initially appear to be a risk due to the additional costs, exposure to carbon prices also represents a significant opportunity for LATAM group. By anticipating and adapting to carbon pricing regulations, LATAM group can position itself as a leader in sustainability and energy efficiency. This not only helps to mitigate long-term operating costs, but also enhances LATAM group's reputation as an airline committed to reducing its emissions.	Short: Low	The levying of carbon taxes on Scope 1 emissions and fuel costs resulting from the implementation of a carbon price along the value chain may increase operating costs. These increases could translate into higher ticket prices, potentially reducing consumer demand and affecting LATAM group's market share, especially if other airlines proactively reduce their energy and carbon footprint. In Latin America, although there are currently no mechanisms that apply direct costs to the aviation sector, carbon taxes do have an impact on fuels (such as jet fuel). Carbon costs are expected to increase in countries with commitments of net-zero emissions by 2050, such as Brazil and Chile, which could increase airfares and reduce demand for regional flights. However, the adoption of SAF and other low-carbon fuels offers an opportunity to reduce exposure to these costs in the medium and long term.
			Medium: High	
			Long: Very high	
Changes in passenger/consumer behavior and preferences	Transition	Changes in consumer behavior and preferences towards more sustainable and environmentally aware options provide LATAM group with the opportunity to secure a growing market of passengers who value responsible practices. By aligning its services with these expectations, LATAM group can increase customer loyalty and stand out in a competitive market.	Short: Low	One of the main challenges is the potential decline in demand for aviation services, as increasingly environmentally aware customers may opt for other modes of transportation, which could impact revenues. This shift in consumer preferences underscores the importance of LATAM group continuing to innovate in sustainability and operational efficiency.
			Medium: Low	
			Long: Moderate	



● Risk management

LATAM group addresses climate risk management through a comprehensive approach that combines processes, policies and tools to identify, assess and prioritize these factors. In this context, the Sustainability and Strategy Subcommittee, together with the Board of Directors, oversees the integration of climate considerations in decision-making, aligning actions with sustainability objectives.

In this way, LATAM group assesses its exposure to climate risks considering physical risks—both acute and chronic—as well as transition risks, which include current and emerging regulation, technological advances, legal aspects, market and reputation risks, through an analysis of historical data and forecasts, monitoring the vulnerability of its operations and key indicators, such as operating efficiency and emissions. In addition, it performs simulations of future scenarios, such as a temperature increase of +4°C and a rapid transition scenario with a warming of +1.5°C, to design robust mitigation and adaptation strategies.

In turn, using a multidimensional approach, LATAM group identifies critical risk levels and assesses the susceptibility of its operations to extreme weather events, using scientific data and climate models

This approach strengthens operational and financial resilience, aligning with its long-term sustainability objectives.

On the other hand, LATAM group monitors international and local climate regulations, such as the EU Emissions Trading System, the Refuel EU mandate and draft legislation in Brazil and Colombia, among others. These regulations affect its operations, so LATAM group ensures that it complies with emission reduction obligations in all countries where it operates.

Finally, it should be noted that these risks are managed by the Risk Unit, which works collaboratively with all key stakeholders, including governments, to promote informed public policies.

● Metrics and Objectives

LATAM group uses a series of metrics to assess the risks and opportunities related to climate change management, aligning its strategies with short-, medium- and long-term objectives. These are essential to integrate sustainability into their operations and to respond to challenges and opportunities.

Metrics Used

1

● **CO2 emissions and Carbon Footprint:** LATAM group measures its carbon emissions in its 3 Scopes, including fossil fuel use and consumption, which represent most of its carbon footprint.

2

● **Operational Efficiency Indicators:** Fuel consumption per revenue passenger-kilometer (RPK) is monitored to assess the efficiency of passenger operations and carbon emissions over revenue ton-kilometers (RTK) to measure their cargo and consolidated operations (cargo and passengers together).

3

● **Physical Risks and Transition Opportunities:** LATAM group assesses exposure to physical risks (such as extreme temperatures, floods and storms) and transition opportunities (such as regulatory and market changes) using climate model data and scenario analysis.

Specific Objectives

⇒⇒ 2025 ⇒⇒ 2030 ⇒⇒ 2050

● Short Term (until 2025):

Improve fuel efficiency by implementing new technologies and optimized operating practices.

Based on availability and through collaboration with partners, use SAF to reduce direct emissions. For this purpose, it is necessary to work collaboratively with all the players in the chain, such as governments, potential producers, distributors, and allies, among others, to generate the enabling conditions for the development of these fuels in the region.

● Medium Term (until 2030)

Based on availability and through collaboration with partners, use SAF to reduce direct emissions. For this purpose, it is necessary to work collaboratively with all the players in the chain, such as governments, potential producers, distributors, and allies, among others, to generate the enabling conditions for the development of these fuels in the region.

Anticipate transition risks to comply with new regulations associated with the reduction and/or offsetting of greenhouse gas emissions in Latin America and the world, competitively.

Continue to prioritize emission reduction measures in Scope 1, with the purpose of reducing emissions intensity; i.e., reducing the amount of CO2 emitted per passenger and/or ton transported.

As a complementary measure, offset emissions, prioritizing projects that generate co-benefits and contribute to the conservation of the region's ecosystems and biodiversity.

● Long Term (until 2050)

Achieve net-zero emissions through a combination of operational efficiencies, new technologies, use of SAF and emissions offsets as a complementary measure.

Collaborate with key stakeholders in the value chain to develop airport and operational infrastructure that is resilient to the impacts of climate change, such as extreme temperatures and severe weather events.

Greenhouse gases

GRI 305-1, 305-2, 305-3 AND 305-4 | TR-AL-110A.1.

	UNITS	2021	2022	2023	2024	VARIATION 2024/2023
Direct emissions (Scope 1)	tCO ₂ e	6,497,576	9,780,288	11,524,420	13,118,183	13.83
Indirect emissions (Scope 2)	tCO ₂ e	14,549	7,150	5,217	4,663	-10.62
Other indirect emissions (Scope 3)	tCO ₂ e	2,446	3,198,317	3,094,768	3,433,201	10.94
Total	tCO ₂ e	6,514,571	12,985,755	14,624,405	16,556,047	13.21
Emissions intensity across the total operation	(kg CO ₂ e/100 RTK)	80.76	101.8	96.65	93.73	-3.02
Emission intensity in air operations	(kg CO ₂ e/100 RTK)	80.55	76.67	76.16	74.27	-2.48
Net emissions intensity across the operation	(kg CO ₂ e/100 RTK)	76.1	97.02	92.19	91.48	-0.78

Emission factors

SOURCE	UNIDAD	VALOR
Jet Fuel	kgCO ₂ /kg	3.16
Jet Fuel	kgCO ₂ e/kg	3.18
Gasoline	kgCO ₂ /TJ	68,700
Diesel	kgCO ₂ /TJ	74,400
Natural gas	kgCO ₂ /TJ	55,600
Liquefied petroleum gas (LPG)	kgCO ₂ /TJ	64,100



Significant atmospheric emissions

GRI 305-6 AND 305-7
CSA - SPECIFIC NOX EMISSIONS

	UNIDAD	2021	2022	2023	2024	VARIACIÓN 2024/2023
Nitrogen oxides (NOx)	tCO₂e	22,184	33,198	39,092	44,573	14%
Intensity in passenger operations	(g/RPK)	0.33	0.325	0.266	0.26	-3%
Intensity in cargo operations	(g/RTK)	1.734	1.718	2.005	2,00	0%
Sulfur oxides (SOx)	tCO₂e	983	1,470	1,731	1,974	14%
Intensity in passenger operations	(g/RPK)	0.013	0.014	0.012	0.01	-8%
Intensity in cargo operations	(g/RTK)	0.077	0.085	0.089	0.09	1%
Gases that affect the ozone layer	tCO₂e	7,667	11,859	9,712	736	-92%

GHG intensity of the fleet

GHG INTENSITY	UNIT	2021	2022	2023	2024
GHG intensity ratio per passenger	kg CO2e per passenger-kilometer	8.5	9.6	9.1	8.9
GHG intensity index for cargo	kg CO2e per ton-kilometer	25.4	26.6	29.2	28.9

Decarbonization of the aircraft fleet

SASB TR-AL-110A.3

	2021	2022	2023	2024
% of use of Sustainable Aviation Fuels (SAF)	0%	0%	0.01%	<1%

FINANCIAL RISKS OF CLIMATE CHANGE

Risk arising from regulatory changes

Based on international risk management methodologies, LATAM group has identified environmental and regulatory risks. Thus, regulations related to climate change that could have an impact in the coming years are under constant review. Some of these regulations include:

- **European Union Emissions Trading System (EU-ETS):** Since 2012, LATAM group has been offsetting carbon emissions generated by intra-European flights. In accordance with Directive (EU) 2023/959, a review is expected in 2026, which could imply the extension of the scheme.
- **ReFuelEU:** Mandate requiring fuel suppliers in the European Union (EU) to have a minimum 2% blend of Sustainable Aviation Fuels (SAF) at EU airports beginning in 2025.
- **The Renewable Transport Fuel Obligations (SAF) Order 2024:** Mandate requiring UK fuel suppliers to have a minimum 2% blend of Sustainable Aviation Fuels (SAF) at UK airports beginning in 2025.
- **CORSIA:** International aviation emissions offsetting scheme. Although Chile and Colombia do not currently participate, Ecuador has voluntarily joined the scheme as of 2024. In this context, LATAM group monitors possible new accessions that could affect its obligations and, likewise, the progress in terms of units eligible for offsetting.



● **In Brazil:**

- Law No. 14.993, which establishes the National Sustainable Aviation Fuel program (ProBioQAV): This draft legislation aims to progressively reduce greenhouse gas emissions, starting with 1% and reaching 10%, prioritizing the use of Sustainable Aviation Fuels (SAF). The scheme would come into effect in 2027.

- Emissions Trading System: The approval of Bill 2148/2015 provides for the creation of the Brazilian Emissions Trading System (SBCE, for its Portuguese acronym). LATAM group is closely monitoring the development of this legislation, which would initially require companies that emit more than 25,000 tons of CO2 per year to offset their emissions.

● **In Chile:**

- Emissions Trading System: Law 21455 (Framework Law on Climate Change) establishes the creation of an emissions trading system, which currently applies to stationary sources. LATAM Group monitors the development of these regulations and integrates compliance with them into its risk management system.

● **In Colombia:**

- Emissions Trading System: Law 1931 of 2018 established that the Ministry of Environment must create a National Greenhouse Gas Emission Quota Program (PNCTE, for its Spanish acronym) although, despite the established deadlines, it has not yet been regulated.

- Carbon tax: Law 1819 of 2016 allowed companies

to offset their emissions to avoid this tax. However, the 2022 tax reform limited such compensation to 50%, generating an additional cost for companies with carbon credits that are cheaper than the value of the tax.

The management of these risks is integrated into and supervised by the Risk Unit. In accordance with its risk management policy, LATAM group collaborates with all key stakeholders, including governments, to promote public policies based on sound information. In this context, in alliance with Airbus, LATAM Group co-financed a study by the Massachusetts Institute of Technology (MIT), which identifies the best decarbonization alternatives for the industry in the countries where the airline operates. In addition, LATAM group has an ambitious fleet renovation plan for 2030, a fuel efficiency program (LATAM Fuel Efficiency), which has been in place since 2010, and a long-term relationship with the CO2Bio conservation project, with the aim of offsetting its emissions as a complementary measure.

TIMEFRAME: 5 years.

RISKS CAUSED BY CHANGES IN PHYSICAL CLIMATE PARAMETERS OR OTHER EVENTS RELATED TO CLIMATE CHANGE

Extreme weather events can directly affect LATAM group's operations, generating significant interruptions in air transport services. These disruptions could mainly result in flight delays or cancellations, problems to access airports or offices, damage to infrastructure, and additional repair and maintenance costs.

Along these lines, the physical risks associated with these events have been assessed within the

framework of the Task Force on Climate-related Financial Disclosures (TCFD), covering both acute and chronic risks in the short, medium and long term. Among the nine risks prioritized under this framework are extreme temperatures, storms and heavy rainfall, which are managed by LATAM group's Risk Management Unit, in accordance with the guidelines established in its policy. In addition, LATAM group employs advanced air navigation technology, such as the Descent Profile Optimization (DPO) system, which improves planned descent patterns and suggests more efficient procedures. In addition, LATAM group works closely with governments in the various regions to ensure that airports and the entire aviation value chain are aligned and integrated into effective climate change mitigation strategies.

TIMEFRAME: 5 years.

FINANCIAL OPPORTUNITIES ARISING FROM CLIMATE CHANGE

Most significant opportunity

Climate-related opportunities for LATAM group focus on new regulations and standards, especially the carbon pricing mechanisms that countries will implement to meet their Nationally Determined Contributions (NDCs). In this context, LATAM group is taking advantage of these opportunities through strategic alliances, such as its collaboration with the CO2Bio project, which expects the conservation of 575,000 hectares of savanna floodplains by 2030, and through the generation of scientific evidence, such as the MIT study on the decarbonization of aviation. In addition, LATAM group participates in public-private forums to stay at the forefront of climate change policy and scientific advances, enabling it to make

informed strategic decisions.

PLAN FOR ADAPTATION TO THE PHYSICAL RISKS OF CLIMATE CHANGE

SASB TR-AL-110A.2

LATAM group has assessed physical climate risks—both acute and chronic—within the framework of the Task Force on Climate-related Financial Disclosures (TCFD), considering short-, medium- and long-term scenarios. This assessment was carried out based on LATAM group's specific operation, which made it possible to identify the main risks and opportunities—both physical and transitional—in its key operating locations. For this purpose, 56 of the 154 destinations of the LATAM group were analyzed at the time of the evaluation, generating a context adapted to their needs.

In accordance with its risk management policy, LATAM group manages these risks through its Risk Management Unit. In addition, it has implemented advanced air navigation technologies and works closely with regional governments to integrate the whole aviation value chain into climate change mitigation and adaptation strategies. This approach demonstrates its proactive attitude and commitment to managing physical climate risks that could impact its operations.

It is important to note that, as part of its ongoing work with the authorities, LATAM group actively monitors the different public policy management instruments to ensure that they include the necessary sectoral measures, with a time horizon covering the short (2025), medium (2030) and long term (2050).



CIRCULAR
ECONOMY

Food waste

I. Programs to measure and reduce the total volume of food loss and waste.

IN-FLIGHT CATERING

● **Reinsertion of non-perishable materials and sealed foods (< 2023):** This process includes the reuse of snacks, beverages, juices, water, cup sleeves, condiment sachets, sweeteners, sugar and cutlery. After a quality check, these non-perishable materials and foodstuffs are reinserted on the next flight, minimizing waste caused by overstocking in operations.

● **ITO system (< 2023):** An optimization system designed to manage catering requests on international and domestic flights. This system is on line with the host, making it possible to enter and adjust order requests according to actual flight bookings, improving accuracy in food loads.

- *Zero-Waste Project (Perishable Food):* In 2024, for international flights in Economy with catering service (fresh food) on flights lasting more than 3.5 hours, it has incorporated the use of artificial intelligence and historical flight data, making it possible to more accurately predict the amount of food to be loaded on each flight. This progress has reduced overprovisioning from 6% to 2%, preventing the waste of more than 312,000 fresh food services, equivalent to 78 tons per year.

- *Preselect:* This program allows Business cabin passengers on international routes to select their preferred catering option 48 to 24 hours before their flight. In 2024, a pilot program was implemented on international routes (Santiago (Chile) - Madrid (Spain)/Miami (United States)/New York (United States)), focusing on passengers in the Black Signature category. During this trial period, improvements in perception, passenger adherence rate and process functionality were confirmed.

CANTEENS AND LOUNGES

● **Waste measurement and recovery:** LATAM group segregates, weighs and records food waste generated in its canteens and Lounges in Santiago (Chile) and Peru, and the lounges in Santiago (Chile) and Bogota (Colombia), both from the kitchen and from employees or passengers, as may be the case. This waste is disposed of through composting, minimizing the amount sent to landfills.

II. Measurable group-level objectives to reduce the overall burden of food loss and waste.

IN-FLIGHT CATERING

Following the 2023 assessment, LATAM group set a target for 2024 to reduce from 6% (212 tons) to 2% (129 tons) the catering excess (fresh food) from no shows (when a passenger with a confirmed reservation

does not board the aircraft) on international and economy class flights.

CANTEENS AND LOUNGES

Organic waste is segregated, weighed and documented daily before being delivered to the waste manager. The diversion indicator is calculated on a monthly basis, by dividing the amount of waste diverted from landfills (in tons) by the total amount of waste generated. The Lounge in Santiago (Chile) aims to achieve a maximum of 10% of waste sent to landfill.

III. Breakdown of food loss and waste volumes by food category and/or life cycle stage.

IN-FLIGHT CATERING

In 2024, LATAM group measured fresh food waste on international flights due to catering excess (fresh food) generated by no shows in economy class. This is because 529,217 meals were wasted, equivalent to 133 tons. Of these, 94 tons were from long-haul flights, with a total of 374,994 meals wasted, while 39 tons came from regional flights, with 154,218 meals wasted.

IV. Programs designed to use food loss and waste for alternative purposes.

COMPOSTING

In the canteens of the maintenance bases and the CAE training center in Santiago (Chile) and in the facilities of Lima (Peru), organic waste generated is segregated by the employees themselves. In this program, 240 tons of food waste were composted. At the maintenance bases in Bogota (Colombia) and Santiago (Chile), organic waste generated in the canteen is segregated by the employees themselves. In this program, 240 tons of food waste were composted.

In addition, in 2024, 172 tons were composted in the Lounges of Bogota (Colombia) and Santiago (Chile).

V. Collaboration with partners along the value chain to reduce the amount of food loss and waste.

IN-FLIGHT CATERING

LATAM Group developed a model to reduce catering excess (fresh food) from no shows in collaboration with its Information Technology (IT) department and its catering suppliers. This model aims to optimize the quantity of prepared food, adjusting the supply to passengers' actual needs and minimizing food waste on international flights.



CANTEENS AND LOUNGES

Processes to divert waste from landfills and increase landfill recovery involve the key participation of:

- Canteen and lounge operators, such as Aramark and Newrest, who have shown willingness to adjust their processes according to the guidelines established by LATAM group.
- Intermediaries, including Nueva Pudahuel (concessionaire), Veolia (waste manager) and Armony (recovery), who are essential to ensure proper waste management, including disposal, recovery and traceability.

Impact of food loss and waste

CSA: PÉRDIDA Y DESPERDICIO DE ALIMENTOS

	UNIDAD	2024
Total weight of all food losses and food waste	t	133 ¹
Total weight of food loss and waste volumes used for alternative purposes	t	240 ²
Total discarded	t	373
Intensity of food loss and food waste	-	2.8% ³

¹ Corresponding to the estimate of the weight of food losses and waste generated by overprovisioning in flights.

² Corresponding to the food waste composted at the Lounges in Santiago (Chile) and Bogota (Colombia), in addition to the canteens of the maintenance base and the CAE training center in Santiago (Chile) and at facilities in Lima (Peru).

³ Overprovisioning of fresh food on international flights longer than 3.5 hours of flight time, Economy cabin.



EMPLOYEES

Employee profile in 2024¹

NCG 519: 5.1.1 NUMBER OF INDIVIDUALS BY SEX
 GRI 2-7 AND 2- 8; 405-1

SEX OF THE WORKER NCG 519 - 5.1.1	MEN	% MEN	WOMEN	% WOMEN
Senior Management	58	0.25	11	0.07
Management	434	1.87	233	1.51
Leadership	1,164	5.01	646	4.19
Operators	12.043	51.81	5,818	37.74
Sales force	185	0.80	578	3.75
Administrative staff	355	1.53	492	3.19
Other professionals	1.713	7.37	1,128	7.32
Other technicians	7.294	31.38	6,511	42.23
LATAM group	23.246	100	15,417	100

¹ LATAM Group has no employees in the "Auxiliary" category as defined by Chilean NCG No. 519.



Employee profile in 2024¹

NCG 519: 5.1.2 NUMBER OF INDIVIDUALS BY NATIONALITY
GRI 2-7 AND 2- 8; 405-1

BY NATIONALITY	BRAZIL		CHILE		COLOMBIA		ECUADOR		USA		PERU	
	H	M	H	M	H	M	H	M	H	M	H	M
Senior Management	13	2	36	5	1	0	0	1	5	1	2	0
Management	97	56	255	135	20	8	5	5	22	12	14	9
Leadership	525	262	416	235	55	34	23	9	50	35	54	37
Operators	7,651	3,242	1,851	959	653	531	124	38	815	241	653	534
Sales Force	79	225	69	264	11	17	3	9	0	1	14	37
Administrative staff	121	134	123	229	36	42	10	18	11	11	27	31
Other professionals	536	382	1,032	634	45	30	5	9	41	20	38	34
Other technicians	3,853	3,169	1,589	1,682	531	476	176	122	2	0	1,114	1,021
LATAM group ²	12,875	7,472	5,371	4,143	1,352	1,138	346	211	946	321	1,916	1,703

¹ LATAM Group has no employees in the "Auxiliary" category as defined by Chilean NCG No. 519.
² In addition to the 38,663 employees, LATAM group's workforce also includes temporary workers hired through outsourced companies for a maximum term of six months to fill vacant positions temporarily due to employee leaves of absence or expiration of external contracts.

Employee profile in 2024¹

NCG 519: 5.1.2 NUMBER OF INDIVIDUALS BY NATIONALITY
 GRI 2-7 AND 2- 8; 405-1

BY NATIONALITY	GERMANY		ARGENTINA		AUSTRALIA		BOLIVIA		CUBA		SPAIN		FRANCE	
	M	W	M	W	M	M	M	W	M	W	M	W	M	W
Senior Management	0	0	0	0	0	0	0	0	0	0	1	2	0	0
Management	1	0	3	2	1	0	0	0	0	0	11	5	0	0
Leadership	1	0	9	10	0	1	0	1	0	0	12	11	1	1
Operators	12	8	79	84	5	4	18	15	4	2	69	75	7	1
Sales Force	1	1	2	4	0	0	0	0	0	0	1	12	0	2
Administrative staff	1	0	10	7	0	0	0	0	0	0	3	10	0	0
Other professionals	0	1	0	4	0	2	1	0	0	0	13	9	0	2
Other technicians	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LATAM group	16	10	103	111	6	7	19	16	4	2	110	124	8	6

¹ LATAM Group has no employees in the "Auxiliary" category as defined by Chilean NCG No. 519.

BY NATIONALITY	ITALY		MEXICO		NEW ZELAND		THE NETHERLANDS		PARAGUAY		PORTUGAL		UK	
	M	W	M	W	M	W	M	W	M	W	M	W	M	W
Senior Management	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Management	1	0	0	1	0	0	0	0	3	0	0	0	0	0
Leadership	0	0	6	3	3	0	1	0	5	5	0	0	1	0
Operators	1	6	47	53	5	6	5	1	24	7	3	5	11	2
Sales Force	1	1	0	0	0	0	0	0	2	5	0	0	1	0
Administrative staff	0	0	2	2	0	0	0	0	3	5	0	0	0	0
Other professionals	0	0	1	0	0	1	0	0	0	0	0	0	0	0
Other technicians	0	0	0	0	0	0	0	0	29	41	0	0	0	0
LATAM group	3	7	56	59	8	7	6	1	66	63	3	5	13	2

¹ LATAM Group has no employees in the "Auxiliary" category as defined by Chilean NCG No. 519.

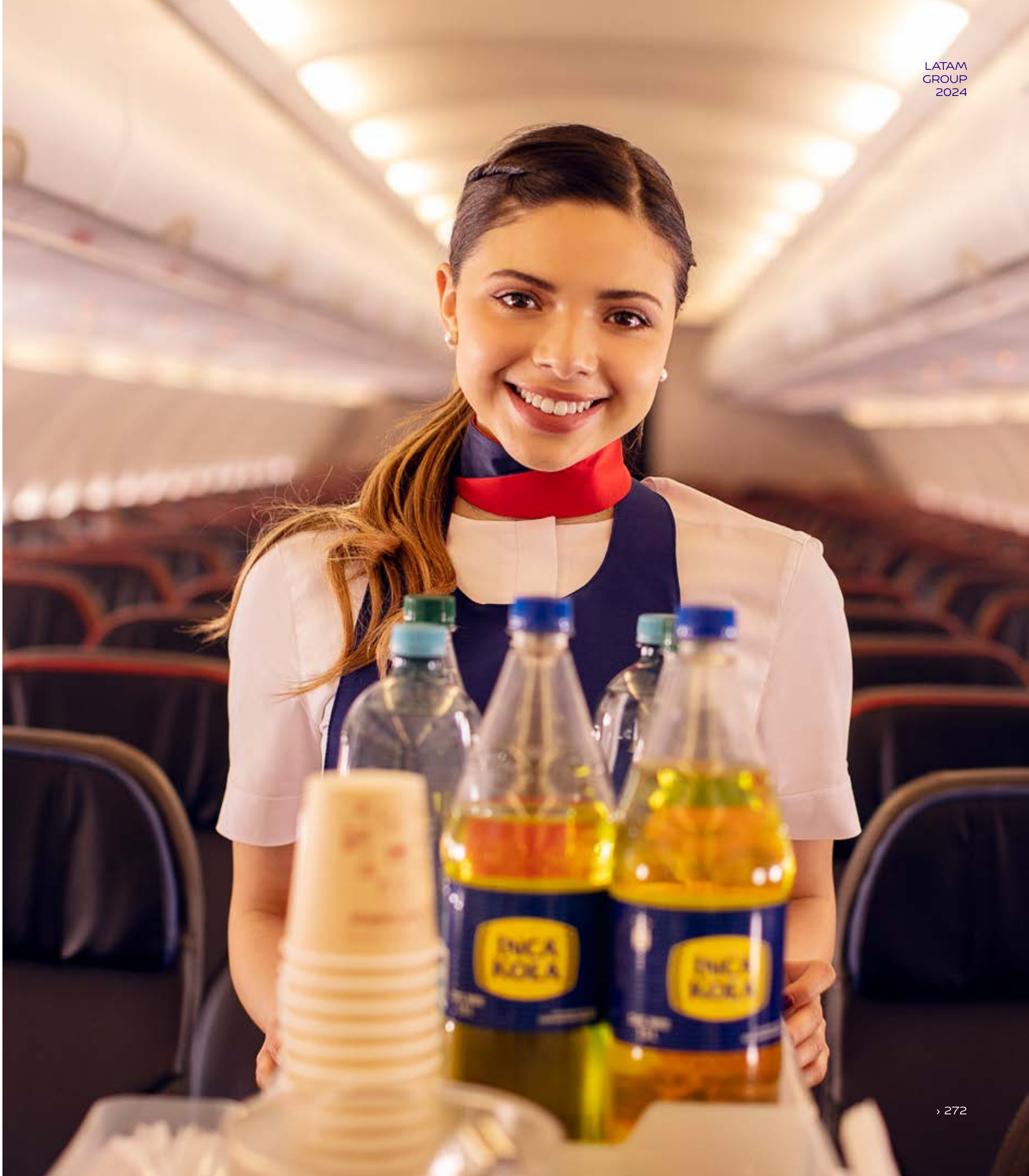


Employee profile in 2024¹

NCG 519: 5.1.2 NUMBER OF INDIVIDUALS BY NATIONALITY
GRI 2-7 AND 2- 8; 405-1

BY NATIONALITY		URUGUAY	
	M		W
Senior Management	0		0
Management	1		0
Leadership	2		2
Operators	4		2
Sales Force	1		0
Administrative staff	7		3
Other professionals	1		0
Other technicians	0		0
LATAM group	16		7

¹ LATAM Group has no employees in the "Auxiliary" category as defined by Chilean NCG No. 519.



Employee profile in 2024¹

NCG 519: 5.1.3 NUMBER OF INDIVIDUALS BY AGE RANGE

GRI 405-1

BY AGE RANGE	UNDER 30 YEARS OLD		FROM 30 TO 40 YEARS OLD		FROM 41 TO 50 YEARS OLD		FROM 51 TO 60 YEARS OLD		FROM 61 TO 70 YEARS OLD		OVER 70 YEARS OLD	
	M	W	M	W	M	W	M	W	M	W	M	W
Senior Management	0	0	3	0	28	8	20	2	6	1	1	0
Management	1	3	217	136	142	69	64	22	10	3	0	0
Leadership	74	55	498	338	395	193	167	55	29	5	1	0
Operators	3,285	2,587	4,123	2,059	2,973	876	1,352	266	289	30	21	0
Sales Force	26	53	73	215	63	199	19	92	4	19	0	0
Administrative staff	79	94	115	197	103	122	41	70	17	8	0	1
Other professionals	467	349	774	514	305	208	116	53	37	4	14	0
Other technicians	1,261	1,627	2,741	2,646	2,007	1,844	1,055	371	224	23	6	0
LATAM group	5,193	4,768	8,544	6,105	6,016	3,519	2,834	931	616	93	43	1

¹ LATAM group has no employees in the "Auxiliary" category as defined by Chilean NCG No. 519.

NCG 519: 5.1.4 LENGTH OF SERVICE

BY SENIORITY	UNDER 3 YEARS		FROM 3 TO 6 YEARS		MORE THAN 6 AND UP TO 9 YEARS		MORE THAN 9 AND UP TO 12 YEARS		OVER 12 YEARS	
	M	W	M	W	M	W	M	W	M	W
Senior Management	3	1	3	0	3	1	6	2	43	7
Management	39	20	40	27	48	35	72	48	235	103
Leadership	124	97	159	103	99	58	143	71	639	317
Operators	5,464	3,560	1,986	905	788	357	845	336	2,960	660
Sales Force	58	125	15	42	18	70	34	79	60	262
Administrative staff	139	137	29	53	21	42	34	45	132	215
Other professionals	835	525	263	180	100	86	155	105	360	232
Other technicians	2,525	2,203	1,052	932	431	398	360	434	2,926	2,544
LATAM group	9,187	6,668	3,547	2,242	1,508	1,047	1,649	1,120	7,355	4,340

¹ LATAM group has no employees in the "Auxiliary" category as defined by Chilean NCG No. 519.



Employee profile in 2024¹

NCG 519: 5.1.5 INDIVIDUALS WITH DISABILITIES
GRI 405-1

INDIVIDUALS WITH DISABILITIES	M	W
Senior Management	0	0
Management	3	1
Leadership	22	7
Operators	447	172
Sales Force	13	20
Administrative staff	26	17
Other professionals	32	16
Other technicians	7	8
LATAM group	550	241

¹ LATAM group has no employees in the "Auxiliary" category as defined by Chilean NCG No. 519.

Employees by type of contract in 2024¹

NCG 519: 5.2 LABOR FORMALITY
GRI 2-7 EMPLOYEES

	PERMANENT CONTRACT		FIXED-TERM CONTRACT	
	H	M	H	M
Brazil	12,875	7,472	N/A	N/A
Chile	4,782	3,781	589	362
Colombia	1,156	915	196	223
Ecuador	346	211	N/A	N/A
United States	946	321	N/A	N/A
Peru	1,647	1,329	269	374
Others ²	428	421	12	8
LATAM group	22,180	14,450	1,067	967

N/A: Not applicable.

¹ LATAM group does not have contracts per job, task or fees.

² Considering: Argentina, Australia, Bolivia, Costa Rica, Cuba, France, Germany, Italy, Mexico, Netherlands, New Zealand, Paraguay, Portugal, Spain, South Africa, United Kingdom, and Uruguay and Venezuela.

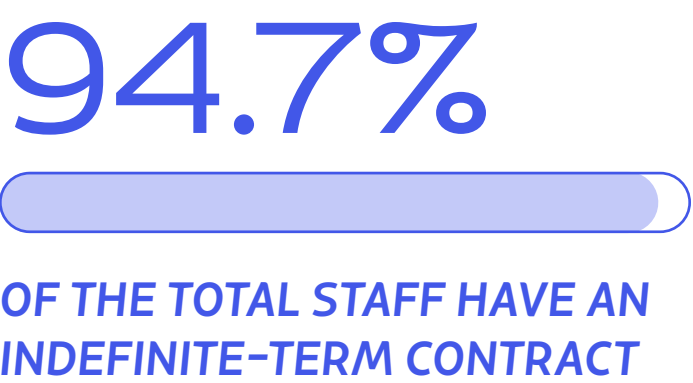
Employees by type of contract in 2024

NCG 519: 5.3 WORK ADAPTABILITY
GRI 2-7 EMPLOYEES

	FULL-TIME WORKDAY		PART-TIME WORKDAY	
	H	M	H	M
Brazil	12,668	7,322	207	150
Chile	5,339	4,062	32	81
Colombia	1,352	1,138	N/A	N/A
Ecuador	346	211	N/A	N/A
United States	944	300	2	21
Peru	1,916	1,692	0	11
Others ¹	411	390	29	39
LATAM group	22,976	15,115	270	302

N/A: Not applicable.

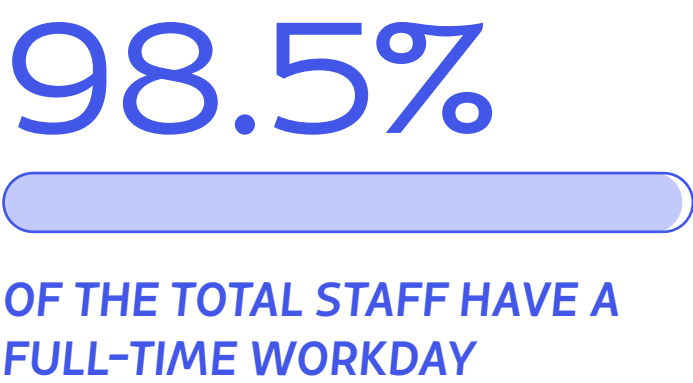
¹ Considering: Argentina, Australia, Bolivia, Cuba, France, Germany, Italy, Mexico, Netherlands, New Zealand, Paraguay, Portugal, Spain, United Kingdom and Uruguay.



95.4% OF THE TOTAL MEN
93.7% OF THE TOTAL WOMEN



4.6% OF THE TOTAL MEN
6.3% OF THE TOTAL WOMEN



98.8% OF THE TOTAL MEN
98.0% OF THE TOTAL WOMEN



1.2% OF THE TOTAL MEN
2.0% OF THE TOTAL WOMEN

WORK ADAPTABILITY AGREEMENTS

NCG 519: 5.3 WORK ADAPTABILITY

In 2024, there were no individuals Chile entering workday adaptability agreements for workers with family duties or hour ranges for individuals who have children up to 12 years of age in their care.

4.8%



OF THE TOTAL EMPLOYEES EMBRACED
TELEWORK FULL-TIME IN 2024

4.1% OF THE TOTAL MEN
5.8% OF THE TOTAL WOMEN

10.5%



OF THE TOTAL EMPLOYEES EMBRACED
TELEWORK PART-TIME IN 2024

9.6% OF THE TOTAL MEN
11.7% OF THE TOTAL WOMEN

Telework in 202

NCG 519: 5.3 ADAPTABILIDAD LABORA
GRI 2-7 EMPLOYEES

	FULL-TIME TELEWORKERS		PART-TIME TELEWORKERS	
	Men	Women	Men	Women
Brazil	161	287	780	613
Chile	730	525	1061	836
Colombia	22	18	98	101
Ecuador	3	3	24	35
United States	5	1	111	68
Peru	34	48	80	84
Others ¹	6	8	77	73
LATAM group	961	890	2,231	1,810

¹ Considering: Argentina, Australia, Bolivia, Cuba, France, Germany, Italy, Mexico, Netherlands, New Zealand, Paraguay, Portugal, Spain, United Kingdom and Uruguay.

Collective bargaining agreements in 2024

NCG 519: 9.SUSTAINABILITY - 9.1 SASB METRICS
SASB TR-AL-310A.1
GRI 2-30

COLLECTIVE BARGAINING AGREEMENTS IN 2024 ¹	NUMBER OF EMPLOYEES	PERCENTAGE OF TOTAL EMPLOYEES
Employees covered by collective bargaining agreements	33,456	87%
Unionized employees	17,635	46%

¹ In line with SASB recommendations, the maximum number of single employees covered (full and part-time) during the whole reporting period (01.1.2024 to 12.31.2024) is considered.

Overall, LATAM group’s affiliates adopt their own policies to define working conditions and terms of employment for employees that are not covered under collective bargaining agreements. However, there is an exception in Chile where, since September 2016, and in compliance with current legislation, some basic and cross-cutting benefits, such as tickets, are extended to new hires, as provided in a union collective bargaining agreement.

NCG 519: 9.SUSTAINABILITY - 9.1 SASB METRICS
SASB TR-AL-310A.2

During 2024, there were no labor stoppages involving more than a thousand workers, nor idle days as a result of work stoppages.



Breakdown of new hires in 2024

CSA – BREAKDOWN OF TURNOVER AND HIRING

NEW HIRES BY SEX		
Sex	Total	Hiring rate
Men	4,038	59.10%
Women	2,789	40.90%
LATAM group	6,827	100.00%

Turnover breakdown

TURNOVER BY SEX		
Sex	Total	Turnover rate
Men	2,244	32.9%
Women	1,527	22.4%
LATAM group	3,771	55.2%

OTHER INDICATORS OF THE "HUMAN CAPITAL MANAGEMENT"
CRITERIA SUGGESTED BY S&P GLOBAL CSA 2024

Workforce share by nationality in 2024

CSA – WORKFORCE BREAKDOWN BY NATIONALITY

NATIONALITY	OF THE TOTAL WORKFORCE	IN LEADERSHIP POSITIONS
Brazilian	52.9%	39.4%
Chilean	22.3%	35.9%
Colombian	7.3%	6.6%
Ecuadorian	1.7%	2.3%
North American	0.5%	2.2%
Peruvian	9.6%	5.7%
Other ¹	5.7%	7.9%

Share of female workforce by type of position in 2024

CSA – WORKFORCE BREAKDOWN BY GENDER

LATAM group aims to achieve a gender balance of around 40/60 at all functional categories by 2030.

SHARE OF WOMEN	2024
Women in total workforce	39.9%
Women in leadership positions (junior, middle and senior)	35.0%
Women in junior leadership positions	35.7%
Women in senior leadership positions	15.9%
Women in leadership positions in revenue-generating functions ¹	37.0%
Women in STEM ² or related positions	27.3%

¹ Support positions such as human capital, legal, information technology, etc., are excluded.

² Acronym that stands for science, technology, engineering and mathematics-related positions.

Pay gap in 2024

CSA – GENDER PAY INDICATORS

INDICATOR	DIFFERENCE BETWEEN MALE AND FEMALE EMPLOYEES
Pay gap by gender (average)	95%
Pay gap by gender (median)	95%
Bonus gap (average)	95%
Bonus gap (median)	96%



Percentage of individuals who took postnatal leave by country in 2024¹

NCG 519: 5.7 POSTNATAL LEAVE
GRI 401-3

COUNTRIES	% MEN	% WOMEN
Germany	100%	100%
Argentina	100%	100%
Australia	N/A	N/A
Bolivia	100%	N/A
Brazil	100%	100%
Chile	100%	100%
Colombia	100%	100%
Cuba	N/A	N/A
Ecuador	100%	100%
Spain	100%	100%
United States	100%	100%
France	N/A	N/A
Italy	N/A	N/A
Mexico	100%	N/A
New Zealand	N/A	N/A
The Netherlands	N/A	N/A
Paraguay	100%	N/A
Peru	100%	100%
Portugal	N/A	N/A
UK	N/A	N/A
Uruguay	100%	N/A
LATAM group	100%	100%

N/A: Not applicable.

¹ The percentage is calculated with regard to the total number of people eligible for this leave of absence in 2024.

Use of paternal postnatal leave in chile in 2024

NCG 519: 5.7 POSTNATAL LEAVE

DAYS USED	NUMBER OF WORKING FATHERS
5-day Paternity Leave	82
Parental Postnatal Leave of up to 6 weeks (or less)*	1

*This corresponds to an employee in the “Other Technicians” category, who used 42 days of parental postnatal leave.

Average number of days used by position level¹

NCG 519: 5.7 POSTNATAL LEAVE
GRI 401-3

AVERAGE NUMBER OF DAYS USED ²	MEN	WOMEN
Senior Management	20 ³	N/A
Management	23	108
Leadership	11	128
Operators	14	115
Sales Force	13	168
Administrative staff	7	98
Other professionals	15	116
Other technicians	11	103
LATAM group	14	119

¹ LATAM Group has no employees in the “Auxiliary” category as defined by Chilean NCG No. 519.

² The average was calculated based on the average sum of the total number of days for used by all of the group’s workers in each country, and then the average of days by category.

³ Sólo hubo un caso de postnatal en hombres durante 2024, por lo que se presenta el número de días de postnatal de dicho caso en Brasil.

POSTNATAL WEEKS - CSA 2024

Around 52.6% of LATAM group employees work in Brazil. In this country, the legal postnatal leave for mothers is 120 days, plus another 60 days granted by the company, for a total of 180 days (25.7 weeks). This benefit applies both in cases of adoption and childbirth. Nonetheless, it should be noted that adoption proceedings are defined by the adoption agency and, in some cases, it may be necessary to apply for special permissions.

On the other hand, the legal leave for fathers is 5 days; however, LATAM Brazil grants an additional 15 days as an extra benefit after the birth of the baby, which equals a total of almost 3 weeks. This policy applies to same-sex couples as well as to surrogacy and adoption cases.

In the case of same-sex couples, the partners can decide the role that each will assume during this period.

It is important to specify that the definition of postnatal leave is based on the regulations of each country.



Average number of days used per position level in chile in 2024¹

NCG 519: 5.7 POSTNATAL LEAVE

PAVERAGE NUMBER OF DAYS USED	MEN	WOMEN
Management	5	146
Leadership	5	146
Operators	5	150
Sales Force	5	162
Administrative staff	5	105
Other professionals	5	163
Other technicians	5	140
TOTAL	5	145

¹ LATAM Group has no employees in the "Auxiliary" category as defined by Chilean NCG No. 519.

LONG-TERM EMPLOYEE INCENTIVES

During 2024, as a long-term incentive for employees, LATAM group companies had a "unit-based payment" program. This comprises units granted to each employee, which are paid over a period of up to 42 months, and are linked to:

- The employee's permanence in LATAM group.
- The share price compared to the value of the ERO.
- The occurrence of events related to the volume of transactions and liquidity of the stock.
- Performance defined on the basis of fulfillment of certain company indicators.

This program applies to executives who are not part of the Global Executive Meeting (GEM)—i.e., who are senior managers, managers and assistant managers of different LATAM group companies.



Employees trained in 2024

NCG 519: 5.8 TRAINING AND BENEFIT

TRAINED PERSONNEL	M	W	PERCENTAGE (%) OF TOTAL WORKFORCE
Senior Management	54	11	94.2%
Management	414	226	96.0%
Leadership	1,118	601	95.0%
Operators	11,743	5,686	97.6%
Sales Force	182	563	97.6%
Administrative staff	315	442	89.4%
Other professionals	1,598	1,071	93.9%
Other technicians	6,127	6,248	89.6%
LATAM group	21,551	14,848	94.1%

Average training in 2024

(h/employee)¹

NCG 519: 5.8 TRAINING AND BENEFITS| GRI 404-1
GRI 404-1

2024 ¹	MEN	WOMEN
Senior Management	7.5	5.7
Management	10.1	9.3
Leadership	27.6	20.7
Operators	46.4	48.8
Sales Force	14.3	15.0
Administrative staff	16.4	11.8
Other professionals	15.9	12.5
Other technicians	46.9	74.9
LATAM group	41.8	53.0

¹ The calculation considers the average workforce and LATAM group has no employees in the "Auxiliary" category as defined by Chilean NCG No. 519.



ABOUT THE REPORT

MATERIAL TOPICS FOR VALUE CREATION

Sustainable Innovation

Business Case	LATAM group has the opportunity to be a leader in sustainability by implementing practices such as waste management and circular economy principles. These innovations can help it stay ahead of regulatory requirements, enhance its reputation and generate long-term cost savings. In addition, these measures can attract and retain customers who align with sustainability values, as well as open up new business opportunities focused on optimizing resources.
	Likewise, involving the value chain will strengthen relations with suppliers and improve resilience to regulatory changes and consumer demands.
	It is important to note that sustainable practices also reinforce the cultural change that LATAM group has initiated, improving internal cohesion and strengthening corporate identity.
Impact on the Business	This topic represents an opportunity for LATAM group to lead in sustainability, improve its reputation, attract customers and achieve cost savings through innovative waste management and circular economy strategies.

Business Strategy	LATAM group's sustainability strategy is based on collaboration. In fact, it is working with NGOs, civil society representatives, suppliers and customers to address social, environmental and economic challenges. Thus, LATAM group's objectives include reducing waste sent to landfills and eliminating single-use plastics. It should be noted that new operational processes and partnerships with suppliers will help to redefine services, from ground handling to in-flight services.
Goals and Metrics	Thus, LATAM group's objectives include reducing waste sent to landfills and eliminating single-use plastics. Along this line, LATAM group reduced 97% of single-use plastics by 2024.
Progress on Goals	A 97% reduction was achieved on our single-use plastic objective, continuing with the previous year's work plan. The remaining 3% corresponds to items not replaced due to legal, sanitary or operational restrictions. In view of the 2027 target, LATAM developed a comprehensive assessment of the recoverability potential in the main operations of Bogota (Colombia), Sao Carlos (Brazil), and Santiago (Chile), added to the technical feasibility and infrastructure throughout LATAM group's network, and it has decided to update its 2027 target, with which it aims to achieve the diversion of 75% of waste from landfills.
Executive Compensation	The compensation of the LATAM Airlines Group S.A. Director of Corporate Affairs and Sustainability is linked to the cross-cutting goals of the Climate Change Management sustainability strategy, particularly on 2 major fronts: 1) elimination of single-use plastics; and 2) the implementation of the waste management system (10%). This goal is shared with the CEO of LATAM Cargo.



Climate Change Strategy

Business Case	Climate change poses regulatory risks, such as carbon taxes and emissions trading systems. Meanwhile, the aviation industry faces the challenge of migrating to sustainable fuels, which are not yet available in South America. However, these risks also provide opportunities to collaborate with governments in the development of sustainable aviation fuels, mitigating dependence on fossil fuels. It is important to note that the physical risks of climate change, such as extreme weather, can disrupt operations and affect infrastructure.
Impact on the Business	The climate change strategy is essential for LATAM group, as it mitigates the regulatory and physical risks of climate change, such as carbon taxes and extreme weather events. It also provides an opportunity for LATAM group to collaborate in the development of sustainable aviation fuels and the creation of resilient infrastructure.
Business Strategy	LATAM group participates in conservation initiatives and the purchase of carbon credits, focusing on reducing deforestation and promoting the development of sustainable fuels. In addition, it has integrated the recommendations of the Task Force on Climate-Related Financial Disclosures (TCFD) for the disclosure of climate-related financial risks.
Goals and Metrics	LATAM group has committed to reduce and offset 50% of domestic emissions by 2030 and to be carbon neutral by 2050.

Progress on Goals	In 2024, emissions totaled 16,556,047 tons of CO2e—up 13.21% from 2023—which, compared to the consolidated capacity growth of 15.1%, shows an increase in efficiency. However, in terms of emissions intensity, the total operation recorded a reduction of 3.02% while, specifically in air operations, the decrease was 2.48%, both figures compared to 2023. This reduction responds to the significant improvements that LATAM group implemented in its operational efficiency, including the use of advanced analytics for flight route optimization and the use of advanced technologies such as AeroShark, which improve the aerodynamics of its aircraft. In 2024, LATAM group achieved a reduction of 98,984 tons of CO2e thanks to the LATAM Fuel Efficiency program and offset 398,043 tons of CO2e through carbon credits from conservation projects. LATAM group achieved a 97% reduction in single-use plastics by 2024. The remaining 3% corresponds to items that could not be replaced for operational, legal or safety reasons. LATAM continues to make progress in replacing materials with reusable, recyclable or biodegradable alternatives.
Executive Compensation	The compensation of the LATAM Airlines Group S.A. Director of Corporate Affairs and Sustainability is linked to the cross-cutting goals of the Climate Change Management sustainability strategy; linked to fuel efficiency, climate initiatives and conservation projects (20%). This goal is shared with the CEO of LATAM Cargo.



Fleet Efficiency

Business Case	The renovation of the fleet allows LATAM group to reduce fuel consumption, which significantly cuts operating costs. Indeed, the integration of advanced technologies improves fuel efficiency and optimizes flight planning, reducing the risk of delays and cancellations that can affect revenues and customer satisfaction. In addition, a modern and well-kept fleet minimizes the risks of operational interruptions due to maintenance, ensuring a more stable and reliable operation. Likewise, the modernization of the fleet contributes to the reduction of emissions, supporting LATAM group's sustainability objectives.
Impact on the Business	Fleet efficiency is essential for LATAM group, as it directly reduces fuel consumption and operating costs by integrating modern, fuel-efficient aircraft and advanced technologies, lowering overhead costs and improving profitability.
Business Strategy	LATAM group is implementing a strategic fleet renewal plan, replacing older aircraft with more fuel-efficient models. In addition, it has developed route planning strategies and continuously integrates state-of-the-art technologies into its aircraft.
Goals and Metrics	LATAM group aims to reach a fleet of 354 aircraft by 2026.
Progress on Goals	LATAM group ended last year with a fleet of 347 aircraft. In fact, during 2024, LATAM group received 16 aircraft (three wide-body and 13 narrow-body).

MATERIAL TOPICS FOR EXTERNAL STAKEHOLDERS

Connectivity and Regional Development

Relevance of the Topic to External Stakeholders	The connectivity that LATAM group provides fosters tourism throughout South America, stimulating regional economic development, promoting employment, cultural exchange and the growth of local economies. In fact, through the Shared Value pillar of its Sustainability Strategy, LATAM group also contributes to provide access to essential services through the Avión Solidario program. This initiative leverages LATAM group's infrastructure, connectivity and transportation capacity to support critical healthcare needs, such as the transport of medicines, organs, vaccines, as well as professionals and patients.
Materiality Metrics	In 2024, LATAM group transported 4.074 patients and healthcare professionals, significantly improving access to treatment and enhancing quality of life through medical interventions such as transplants. These efforts had a remarkable impact on health outcomes and lifespan gained.



Ecosystem Protection

Relevance of the Topic to External Stakeholders

As part of the material topic "Climate Change Mitigation," LATAM group also generates a positive impact on nature and communities through its triple impact program, "CO2BIO." Unlike other compensation projects, CO2BIO stands out for its ability to generate environmental, social and economic co-benefits for local communities. In fact, 191 families are committed to the preservation of a strategic ecosystem covering more than 200,000 hectares that are home to over 2,284 species. These families are certified to trade carbon credits. CO2BIO provides a unique opportunity to combine skills and resources in the fight against climate change and achieve LATAM's objective of fully offsetting 100% of its air and ground handling operations in Colombia. In addition, LATAM group seeks to make CO2BIO a competitive project for access to the international voluntary carbon market.

Materiality Metrics

LATAM group's efforts resulted in the conservation of more than 270,000 hectares, which significantly impacted wildlife preservation. This achievement is valued for its contribution to the protection of approximately 2,000 species.



13

_FINANCIAL STATEMENTS

- 285** FINANCIAL STATEMENTS
- 372** AFFILIATES AND SUBSIDIARIES
- 410** FINANCIAL ANALYSIS
- 418** SWORN STATEMENT
- 419** CORPORATE STRUCTURE





FINANCIAL STATEMENTS

NCG 519: 12. INFORMES FINANCIEROS

LATAM AIRLINES GROUP S.A. AND SUBSIDIARIES
CONSOLIDATED FINANCIAL STATEMENTS
DECEMBER 31, 2024

CONTENTS

Consolidated Statements of Financial Position
Consolidated Statements of Income by Function
Consolidated Statements of Comprehensive Income
Consolidated Statements of Changes in Equity
Consolidated Statements of Cash Flows - Direct Method
Notes to the Consolidated Financial Statements

CLP - CHILEAN PESO
UF - CHILEAN UNIDAD DE FOMENTO
ARS - ARGENTINE PESO
US\$ - UNITED STATES DOLLAR
THUS\$ - THOUSANDS OF UNITED STATES DOLLARS
MUS\$ - MILLIONS OF UNITED STATES DOLLARS
COP - COLOMBIAN PESO
BRL/R\$ - BRAZILIAN REAL
THR\$ - THOUSANDS OF BRAZILIAN REAL
PYG - PARAGUAYAN GUARANI



REPORT OF INDEPENDENT AUDITORS
(A free translation from the original in Spanish)

Santiago, January 30, 2025

To the Board of Directors and Shareholders
LATAM Airlines Group S.A.

Opinion

We have audited the consolidated financial statements of LATAM Airlines Group S.A. and subsidiaries, which comprise the consolidated statements of financial position as of December 31, 2024 and 2023 and the related consolidated statements of income by function, comprehensive income, changes in equity and cash flows direct method for the years then ended and the related notes to the consolidated financial statements.

In our opinion, the accompanying consolidated financial statements present fairly, in all material respects, the financial position of LATAM Airlines Group S.A. and subsidiaries as of December 31, 2024 and 2023, the results of its operations and its cash flows for the years then ended in accordance with International Financial Reporting Standards as issued by the International Accounting Standards Board.

Basis for Opinion

We conducted our audits in accordance with Generally Accepted Auditing Standards in Chile. Our responsibilities under those standards are further described in the Auditor's responsibility for the audit of the consolidated financial statements section of our report. We are required to be independent of LATAM Airlines Group S.A. and subsidiaries and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audits. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Responsibilities of Management for the Consolidated Financial Statements

Management is responsible for the preparation and fair presentation of the consolidated financial statements in accordance with International Financial Reporting Standards issued by the International Accounting Standards Board, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing and presenting the consolidated financial statements, management is required to evaluate whether there are facts or circumstances that, taken as a whole, raise substantial doubt about LATAM Airlines Group S.A. and subsidiary's ability to continue as a going concern for at least, but not limited to, twelve months from the end of the reporting period.

PwC Chile, Av. Andrés Bello 2711 - piso 5, Las Condes - Santiago, Chile
RUT: 81.513.400-1 | Teléfono: (56 2) 2940 0000 | www.pwc.cl



Santiago, January 30, 2025
LATAM Airlines Group S.A.
2

Auditor's responsibility for the audit of the consolidated financial statements

Our objectives are to obtain reasonable assurance about whether the consolidated financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high, but not absolute, level of assurance and, therefore, does not guarantee that an audit performed in accordance with Generally Accepted Auditing Standards in Chile will always detect a material misstatement when it exists. The risk of not detecting a material misstatement due to fraud is greater than the risk of not detecting a material misstatement due to error, as fraud may involve collusion, forgery, intentional omissions, concealment, misrepresentations or disregard of controls by Management. A misstatement is considered material if, individually or in the aggregate, it would influence the judgment of a reasonable user based on these consolidated financial statements.

As part of an audit conducted in accordance with Generally Accepted Auditing Standards in Chile, we:

- Exercise our professional judgment and maintain our professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the consolidated financial statements, whether due to fraud or error; we design and perform audit procedures in response to those risks. Such procedures include examining evidence, on a test basis, regarding the amounts and disclosures in the consolidated financial statements.
- Obtain an understanding of internal control relevant to an audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of LATAM Airlines Group S.A. and subsidiary's internal control. Consequently, we do not express such an opinion.
- We assess the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by Management, as well as assessing the appropriateness of the overall presentation of the consolidated financial statements.
- We conclude whether in our judgment there are facts or circumstances that, taken as a whole, cast substantial doubt about the ability of LATAM Airlines Group S.A. and subsidiaries to continue as a going concern for the foreseeable future.



Santiago, January 30, 2025
LATAM Airlines Group S.A.
3

We are required to communicate to those charged with governance, among other matters, the planned timing and scope of the audit and significant audit findings, including any significant deficiencies and material weaknesses in internal control that we identify during our audit.

DocuSigned by:

29A251EE1C8442C...
Jonathan Yeomans Gibbons
RUT: 13.473.972-K

PricewaterhouseCoopers



Contents of the Notes to the consolidated financial statements of LATAM Airlines Group S.A. and Subsidiaries.

Notes	Page
1 - General information.....	1
2 - Summary of significant accounting policies	7
2.1. Basis of Preparation	7
2.2. Basis of Consolidation	10
2.3. Foreign currency transactions	11
2.4. Property, plant and equipment	12
2.5. Intangible assets other than goodwill	12
2.6. Borrowing costs	12
2.7. Losses for impairment of non-financial assets	13
2.8. Financial assets	13
2.9. Derivative financial instruments and embedded derivatives	13
2.10. Inventories.....	15
2.11. Trade and other accounts receivable	15
2.12. Cash and cash equivalents	15
2.13. Capital	15
2.14. Trade and other accounts payables	15
2.15. Interest-bearing loans	15
2.16. Current and deferred taxes	16
2.17. Employee benefits	17
2.18. Provisions	17
2.19. Revenue from contracts with customers	18
2.20. Leases	19
2.21. Non-current assets (or disposal groups) classified as held for sale.....	20
2.22. Maintenance	20
2.23. Environmental costs	20
3 - Financial risk management	20
3.1. Financial risk factors	20
3.2. Capital risk management	33
3.3. Estimates of fair value	33
4 - Accounting estimates and judgments.....	35
5 - Segment information	38
6 - Cash and cash equivalents	39
7 - Financial instruments	40
8 - Trade and other accounts receivable current, and non-current accounts receivable	41
9 - Accounts receivable from/payable to related entities	43
10 - Inventories	44
11 - Other financial assets	45
12 - Other non-financial assets	46
13 - Non-current assets and disposal group classified as held for sale.....	47
14 - Investments in subsidiaries	48
15 - Intangible assets other than goodwill	51
16 - Property, plant and equipment	53
17 - Current and deferred tax	58
18 - Other financial liabilities	62
19 - Trade and other accounts payables	71
20 - Other provisions.....	72
21 - Other non financial liabilities	73
22 - Employee benefits	74
23 - Accounts payable, non-current	77
24 - Equity	78
25 - Revenue	85
26 - Costs and expenses by nature	85
27 - Other income, by function	86
28 - Foreign currency and exchange rate differences	87
29 - Earnings per share.....	93
30 - Contingencies	94
31 - Commitments	123
32 - Transactions with related parties	126
33 - Share based payments	128
34 - Statement of cash flows	131
35 - The environment	134
36 - Events subsequent to the date of the financial statements	137

LATAM AIRLINES GROUP S.A. AND SUBSIDIARIES

CONSOLIDATED STATEMENTS OF FINANCIAL POSITION

ASSETS

	Note	As of December 31, 2024 ThUS\$	As of December 31, 2023 ThUS\$
Current Assets			
Cash and cash equivalents	6 - 7	1,957,788	1,714,761
Other financial assets	7 - 11	67,295	174,819
Other non-financial assets	12	203,661	185,264
Trade and other accounts receivable	7 - 8	1,163,707	1,385,910
Accounts receivable from related entities	7 - 9	25	28
Inventories	10	438,530	592,880
Current tax assets	17	40,275	47,030
Total current assets other than non-current assets (or disposal groups) classified as held for sale		3,871,281	4,100,692
Non-current assets (or disposal groups) classified as held for sale	13	29,138	102,670
Total current assets		3,900,419	4,203,362
Non-current assets			
Other financial assets	7 - 11	53,772	34,485
Other non-financial assets	12	89,416	168,621
Accounts receivable	7 - 8	12,342	12,949
Intangible assets other than goodwill	15	1,000,170	1,151,986
Property, plant and equipment	16	10,186,697	9,091,130
Deferred tax assets	17	10,549	4,782
Total non-current assets		11,352,946	10,463,953
Total assets		15,253,365	14,667,315

The accompanying Notes 1 to 36 form an integral part of these consolidated financial statements.



LATAM AIRLINES GROUP S.A. AND SUBSIDIARIES			
CONSOLIDATED STATEMENTS OF FINANCIAL POSITION			
LIABILITIES AND EQUITY			
LIABILITIES	Note	As of	As of
		December 31, 2024	December 31, 2023
		ThUS\$	ThUS\$
Current liabilities			
Other financial liabilities	7 - 18	635,213	596,063
Trade and other accounts payables	7 - 19	2,133,572	1,765,279
Accounts payable to related entities	7 - 9	12,875	7,444
Other provisions	20	14,221	15,072
Current tax liabilities	17	6,281	2,371
Other non-financial liabilities	21	3,488,680	3,301,906
Total current liabilities		6,290,842	5,688,135
Non-current liabilities			
Other financial liabilities	7 - 18	6,515,238	6,341,669
Accounts payable	7 - 23	491,762	418,587
Other provisions	20	623,846	926,736
Deferred tax liabilities	17	312,677	382,359
Employee benefits	22	167,427	122,618
Other non-financial liabilities	21	140,244	348,936
Total non-current liabilities		8,251,194	8,540,905
Total liabilities		14,542,036	14,229,040
EQUITY			
Share capital	24	5,003,534	5,003,534
Retained earnings	24	1,148,291	464,411
Other equity	24	39	39
Other reserves	24	(5,428,597)	(5,017,682)
Parent's ownership interest		723,267	450,302
Non-controlling interest	14	(11,938)	(12,027)
Total equity		711,329	438,275
Total liabilities and equity		15,253,365	14,667,315

The accompanying Notes 1 to 36 form an integral part of these consolidated financial statements.

LATAM AIRLINES GROUP S.A. AND SUBSIDIARIES			
CONSOLIDATED STATEMENTS OF INCOME BY FUNCTION			
	Note	For the year ended December 31,	
		2024	2023
		ThUS\$	ThUS\$
Revenue	5 - 25	12,833,043	11,640,541
Cost of sales	26	(9,565,899)	(8,816,590)
Gross margin		3,267,144	2,823,951
Other income	27	200,669	148,641
Distribution costs	26	(606,207)	(587,272)
Administrative expenses	26	(824,493)	(683,311)
Other expenses	26	(459,842)	(532,801)
Other gains/(losses)	26	(36,223)	(91,043)
Income from the operational activities		1,541,048	1,078,165
Financial income	26	142,411	125,356
Financial costs	26	(881,950)	(698,231)
Foreign exchange gains		172,917	85,891
Result of indexation units		19,508	5,311
Income before taxes		993,934	596,492
Income tax benefits/(expense)	17	(16,489)	(14,942)
NET INCOME FOR THE YEAR		977,445	581,550
Income attributable to owners of the parent company		976,972	581,831
Income (Loss) attributable to non-controlling interest	14	473	(281)
NET INCOME FOR THE YEAR		977,445	581,550
EARNING PER SHARE			
Basic earnings per share (US\$)	29	0.001616	0.000963
Diluted earnings per share (US\$)	29	0.001616	0.000963

The accompanying Notes 1 to 36 form an integral part of these consolidated financial statements.



LATAM AIRLINES GROUP S.A. AND SUBSIDIARIES

CONSOLIDATED STATEMENTS OF COMPREHENSIVE INCOME

	Note	For the year ended at December 31,	
		2024	2023
		ThUS\$	ThUS\$
NET INCOME FOR THE YEAR		977,445	581,550
Components of other comprehensive income (loss) that will not be reclassified to income before taxes			
Other comprehensive (loss), before taxes, gains (losses) by new measurements on defined benefit plans	24	(21,769)	(21,198)
Total other comprehensive income (loss) that will not be reclassified to income before taxes		(21,769)	(21,198)
Components of other comprehensive income that will be reclassified to income before taxes			
Currency translation differences income (losses) on currency translation, before tax		(379,186)	(12,423)
Other comprehensive income (loss), before taxes, currency translation differences		(379,186)	(12,423)
Cash flow hedges			
Gains (losses) on cash flow hedges before taxes	24	14,681	(41,144)
Reclassification adjustment on cash flow hedges before tax	24	(40,898)	(26,568)
Amounts removed from equity and included in the carrying amount of non-financial assets (liabilities) that were acquired or incurred through a highly probable hedged forecast transaction, before tax	24	11,999	(11,112)
Other comprehensive income (losses), before taxes, cash flow hedges		(14,218)	(78,824)
Change in value of time value of options			
Gains/(Losses) on change in value of time value of options before tax	24	(34,568)	25,751
Reclassification adjustments on change in value of time value of options before tax	24	37,265	28,818
Other comprehensive income (loss), before taxes, changes in the time value of the options		2,697	54,569
Total other comprehensive losses that will be reclassified to losses before taxes		(390,707)	(36,678)
Other components of other comprehensive income (loss), before taxes		(412,476)	(57,876)
Income tax relating to other comprehensive income that will not be reclassified to income			
Income tax relating to new measurements on defined benefit plans	17	909	751
Income tax relating to other comprehensive income that will not be reclassified to income		909	751
Income tax relating to other comprehensive income (loss) that will be reclassified to income			
Income tax related to cash flow hedges in other comprehensive income (loss)	17	—	3,604
Income taxes related to components of other comprehensive loss will be reclassified to income		—	3,604
Total Other comprehensive income (loss)		(411,567)	(53,521)
Total comprehensive income (loss)		565,878	528,029
Comprehensive income (loss) attributable to owners of the parent company		565,547	515,687
Comprehensive income (loss) attributable to non-controlling interests		331	12,342
TOTAL COMPREHENSIVE INCOME		565,878	528,029

The accompanying Notes 1 to 36 form an integral part of these consolidated financial statements.

LATAM AIRLINES GROUP S.A. AND SUBSIDIARIES

CONSOLIDATED STATEMENTS OF CHANGES IN EQUITY

Note	Attributable to owners of the parent													
	Change in other reserves										Retained earnings/ (losses)	Parent’s ownership interest	Non-controlling interest	Total equity
	Share capital	Other equity	Treasury shares	Currency translation reserve	Cash flow hedging reserve	Gains (Losses) from changes in the time value of the options	Actuarial gains or losses on defined benefit plans reserve	Shares based payments reserve	Other sundry reserve	Total other reserve				
	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$
Equity as of January 1, 2024	5,003,534	39	—	(3,830,611)	(38,678)	32,947	(48,559)	37,235	(1,170,016)	(5,017,682)	464,411	450,302	(12,027)	438,275
Total increase (decrease) in equity														
Net income for the period	24	—	—	—	—	—	—	—	—	—	976,972	976,972	473	977,445
Other comprehensive income (loss)		—	—	—	(379,049)	(14,218)	2,697	(20,855)	—	(411,425)	—	(411,425)	(142)	(411,567)
Total comprehensive income		—	—	—	(379,049)	(14,218)	2,697	(20,855)	—	(411,425)	976,972	565,547	331	565,878
Transactions with shareholders														
Dividends	24	—	—	—	—	—	—	—	—	—	(293,092)	(293,092)	—	(293,092)
Increase (decrease) through transfers and other changes, equity	24-34	—	—	—	—	—	—	—	510	510	—	510	(242)	268
Total transactions with shareholders		—	—	—	—	—	—	—	510	510	(293,092)	(292,582)	(242)	(292,824)
Closing balance as of December 31, 2024		5,003,534	39	—	(4,209,660)	(52,896)	35,644	(69,414)	37,235	(1,169,506)	(5,428,597)	1,148,291	723,267	711,329

The accompanying Notes 1 to 36 form an integral part of these consolidated financial statements.



LATAM AIRLINES GROUP S.A. AND SUBSIDIARIES

CONSOLIDATED STATEMENTS OF CHANGES IN EQUITY

Attributable to owners of the parent														
Change in other reserves														
Note	Share capital	Other equity	Treasury shares	Currency translation reserve	Cash flow hedging reserve	Gains (Losses) from changes in the time value of the options	Actuarial gains or losses on defined benefit plans reserve	Shares based payments reserve	Other sundry reserve	Total other reserve	Retained earnings/ (losses)	Parent's ownership interest	Non-controlling interest	Total equity
	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$
Equity as of January 1, 2023	13,298,486	39	(178)	(3,805,560)	36,542	(21,622)	(28,117)	37,235	(1,972,651)	(5,754,173)	(7,501,896)	42,278	(11,557)	30,721
Total increase (decrease) in equity														
Net income/(loss) for the period	24	—	—	—	—	—	—	—	—	—	581,831	581,831	(281)	581,550
Other comprehensive income		—	—	—	(25,051)	(75,220)	54,569	(20,442)	—	(66,144)	—	(66,144)	12,623	(53,521)
Total comprehensive income		—	—	—	(25,051)	(75,220)	54,569	(20,442)	—	(66,144)	581,831	515,687	12,342	528,029
Transactions with shareholders														
Dividends	24	—	—	—	—	—	—	—	—	—	(174,549)	(174,549)	—	(174,549)
Increase for other contributions from the owners	24	—	17,401	—	—	—	—	—	(14,401)	(14,401)	—	3,000	—	3,000
Increase (decrease) through transfers and other changes, equity	24 -33	(8,294,952)	(17,401)	178	—	—	—	—	817,036	817,036	7,559,025	63,886	(12,812)	51,074
Total transactions with shareholders		(8,294,952)	—	178	—	—	—	—	802,635	802,635	7,384,476	(107,663)	(12,812)	(120,475)
Closing balance as of December 31, 2023		5,003,534	39	—	(3,830,611)	(38,678)	32,947	(48,559)	37,235	(1,170,016)	(5,017,682)	464,411	(12,027)	438,275

The accompanying Notes 1 to 36 form an integral part of these consolidated financial statements.

LATAM AIRLINES GROUP S.A. AND SUBSIDIARIES

CONSOLIDATED STATEMENTS OF CASH FLOWS - DIRECT METHOD

		For the year ended December 31,	
	Note	2024	2023
		ThUS\$	ThUS\$
Cash flows from operating activities			
Cash collection from operating activities			
Proceeds from sales of goods and services		14,037,848	13,397,385
Other cash receipts from operating activities		212,750	169,692
Payments for operating activities			
Payments to suppliers for the supply goods and services		(9,458,249)	(9,689,508)
Payments to and on behalf of employees		(1,419,825)	(1,304,696)
Other payments for operating activities		(344,911)	(270,580)
Income taxes (paid)		(43,439)	(18,379)
Other cash inflows (outflows)	34	122,153	(20,346)
Net cash (outflow) inflow from operating activities		3,106,327	2,263,568
Cash flows from investing activities			
Amounts raised from sale of property, plant and equipment		97,303	46,524
Purchases of property, plant and equipment	34	(1,325,463)	(795,787)
Purchases of intangible assets	34	(94,412)	(68,052)
Interest received		118,437	98,552
Other cash inflows (outflows)	34	34,469	59,258
Net cash (outflow) inflow from investing activities		(1,169,666)	(659,505)
Cash flows inflow (out flow) from financing activities			
Payments for changes in ownership interests in subsidiaries that do not result in loss of control	24	—	(23)
Amounts raised from long-term loans	34	1,750,060	—
Loans repayments	34	(2,004,542)	(342,005)
Payments of lease liabilities	34	(344,038)	(225,358)
Dividends paid	34	(174,838)	—
Interest paid	34	(717,634)	(594,234)
Other cash (outflows) inflows	34	(73,869)	11,405
Net cash inflow (outflow) from financing activities		(1,564,861)	(1,150,215)
Net (decrease) increase in cash and cash equivalents before effect of exchanges rate change		371,800	453,848
Effects of variation in the exchange rate on cash and cash equivalents		(128,773)	44,238
Net (decrease) increase in cash and cash equivalents		243,027	498,086
CASH AND CASH EQUIVALENTS AT THE BEGINNING OF THE YEAR	6	1,714,761	1,216,675
CASH AND CASH EQUIVALENTS AT THE END OF THE YEAR	6	1,957,788	1,714,761

The accompanying Notes 1 to 36 form an integral part of these consolidated financial statements.



LATAM AIRLINES GROUP S.A. AND SUBSIDIARIES

NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS

AS OF DECEMBER 31, 2024

NOTE 1 - GENERAL INFORMATION

LATAM Airlines Group S.A. (“LATAM” or the "Company") is an open stock company which holds the values inscribed in the Registro de Valores of the Commission for the Financial Market, whose shares are listed in Chile on the Electronic Stock Exchange of Chile - Stock Exchange and the Santiago Stock Exchange. Additionally, during the third quarter of 2024, it relisted its American Depositary Receipts ("ADRs") on the New York Stock Exchange ("NYSE") in the United States of America.

Its main business is the air transport of passengers and cargo, both in the domestic markets of Chile, Peru, Colombia, Ecuador and Brazil, as well as in a series of regional and international routes in America, Europe and Oceania. These businesses are developed directly or by its subsidiaries in Chile, Ecuador, Peru, Brazil, Colombia and Paraguay. In addition, the Company has subsidiaries that operate in the cargo business in Chile, Brazil and Colombia.

The Company is located in Chile, in the city of Santiago, on Avenida Presidente Riesco No. 5711, Las Condes commune.

As of December 31, 2024, the Company's statutory capital is represented by 604,441,789,335 ordinary shares without nominal value. As of that date, 604,437,877,587 shares were subscribed and paid. The foregoing, considering the capital increase approved by the shareholders of the company at an extraordinary meeting held on July 5, 2022, in the context of the implementation of its reorganization plan approved and confirmed in the Chapter 11 Proceedings, as well as the Capital decrease required for the Chilean Capital Markets law that appears in a public deed dated September 6, 2023, granted at the Notaría of Santiago of Mr. Eduardo Javier Diez Morello, and the modification of the Company's bylaws to account for said full capital reduction, agreed at an Extraordinary Shareholders meeting dated April 25, 2024, reduced to a public deed dated April 25, 2024, granted in the Notary of Santiago of Mr. Luis Eduardo Rodriguez Burr, an extract of which was registered in the Commercial Registry of the Registrar of Real Estate of Santiago on page 44,323 number 18,314 corresponding to the year 2024, and was published in the Official Gazette dated May 29, 2024.

The major shareholders of the Company, considering the total amount of subscribed and paid shares, are Banco de Chile on behalf of State Street which owns 25.93%, Delta Air Lines with 10.05% and Qatar Airways with 10.03% ownership.

As of December 31, 2024, the Company had a total of 2,131 shareholders in its registry. At that date, approximately 22.68% of the Company's capital stock was in the form of ADRs.

During 2024, the Company had an average of 37,355 employees, ending this year with a total of 38,664 collaborator, distributed in 5,576 Administration employees, 19,307 in Operations, 9,288 Cabin Crew and 4,493 Command crew.

The main subsidiaries included in these consolidated financial statements are as follows:

a) Percentage ownership

Tax No.	Company	Country of origin	Functional Currency	As December 31, 2024			As December 31, 2023		
				Direct	Indirect	Total	Direct	Indirect	Total
				%	%	%	%	%	%
96.969.680-0	Lan Pax Group S.A. and Subsidiaries	Chile	US\$	99.9959	0.0041	100.0000	99.9959	0.0041	100.0000
Foreign	Latam Airlines Perú S.A.	Peru	US\$	23.6200	76.1900	99.8100	23.6200	76.1900	99.8100
93.383.000-4	Lan Cargo S.A.	Chile	US\$	99.8940	0.0041	99.8981	99.8940	0.0041	99.8981
76.717.244-3	Prime Cargo SpA.	Chile	CLP	0.0000	100.0000	100.0000	0.0000	100.0000	100.0000
Foreign	Connecta Corporation	U.S.A.	US\$	0.0000	100.0000	100.0000	0.0000	100.0000	100.0000
Foreign	Prime Airport Services Inc. and Subsidiary	U.S.A.	US\$	0.0000	100.0000	100.0000	0.0000	100.0000	100.0000
96.951.280-7	Transporte Aéreo S.A.	Chile	US\$	0.0000	100.0000	100.0000	0.0000	100.0000	100.0000
96.631.520-2	Fast Air Almacenes de Carga S.A.	Chile	CLP	0.0000	100.0000	100.0000	0.0000	100.0000	100.0000
Foreign	Laser Cargo S.R.L. (*)	Argentina	ARS	0.0000	100.0000	100.0000	0.0000	100.0000	100.0000
96.969.690-8	Lan Cargo Inversiones S.A. and Subsidiary	Chile	US\$	0.0000	100.0000	100.0000	0.0000	100.0000	100.0000
96.575.810-0	Inversiones Lan S.A.	Chile	US\$	99.9000	0.1000	100.0000	99.9000	0.1000	100.0000
96.847.880-K	Technical Training LATAM S.A.	Chile	CLP	99.8300	0.1700	100.0000	99.8300	0.1700	100.0000
Foreign	Latam Finance Limited	Cayman Island	US\$	100.0000	0.0000	100.0000	100.0000	0.0000	100.0000
Foreign	Peuco Finance Limited (*)	Cayman Island	US\$	100.0000	0.0000	100.0000	100.0000	0.0000	100.0000
Foreign	Professional Airline Services INC.	U.S.A.	US\$	100.0000	0.0000	100.0000	100.0000	0.0000	100.0000
Foreign	Jarletul S.A.	Uruguay	US\$	0.0000	100.0000	100.0000	0.0000	100.0000	100.0000
Foreign	Latam Travel S.R.L.	Bolivia	US\$	99.0000	1.0000	100.0000	99.0000	1.0000	100.0000
76.262.894-5	Latam Travel Chile II S.A.	Chile	US\$	99.9900	0.0100	100.0000	99.9900	0.0100	100.0000
Foreign	Latam Travel S.A.	Argentina	ARS	94.0100	5.9900	100.0000	94.0100	5.9900	100.0000
Foreign	Faisán Finance DAC (*)	Ireland	US\$	100.0000	0.0000	100.0000	0.0000	0.0000	0.0000
Foreign	TAM S.A. and Subsidiaries (**)	Brazil	BRL	63.0987	36.9013	100.0000	63.0987	36.9013	100.0000

(*) These subsidiaries have no operations.

(**) As of December 31, 2024, the indirect participation percentage of TAM S.A. and its Subsidiaries is from Holdco I S.A., a company which LATAM Airlines Group S.A. has a 100% share on economic rights and 51.04% of political rights. Its percentage arose as a result of the provisional measure No. 863 of the Brazilian government implemented in December of 2018 that allows foreign capital to have up to 100% of the share ownership of a Brazilian Airline.

b) Financial Information

Tax No.		Statement of financial position						Net Income	
								For the year ended	
								December 31,	
		As of December 31, 2024			As of December 31, 2023			2024	2023
Company		Assets	Liabilities	Equity	Assets	Liabilities	Equity	Gain /(loss)	
		ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$
96.969.680-0	Lan Pax Group S.A. and Subsidiaries (*)	462,748	1,933,499	(1,092,261)	487,236	1,835,537	(1,000,622)	(122,763)	7,514
Foreign	Latam Airlines Perú S.A.	437,768	366,089	16,930	334,481	285,645	48,836	22,861	(4,666)
93.383.000-4	Lan Cargo S.A.	490,550	263,747	226,803	391,430	189,019	202,411	27,238	22,677
76.717.244-3	Prime Cargo SpA.	14,806	14,844	(38)	912	—	912	(813)	—
Foreign	Connecta Corporation	47,583	15,255	32,328	64,054	6,790	57,264	(5,936)	693
Foreign	Prime Airport Services Inc. and Subsidiary (*)	18,752	15,582	3,169	19,435	17,241	2,194	977	1,380
96.951.280-7	Transporte Aéreo S.A.	238,354	121,609	116,745	280,117	151,066	129,051	(10,064)	24,871
96.631.520-2	Fast Air Almacenes de Carga S.A.	25,783	19,771	6,005	14,255	10,455	3,800	3,675	462
Foreign	Laser Cargo S.R.L.	—	-	—	—	1	(1)	—	—
96.969.690-8	Lan Cargo Inversiones S.A. and Subsidiary (*)	208,807	116,796	(66,907)	166,503	80,502	(71,744)	6,010	(5,345)
96.575.810-0	Inversiones Lan S.A.	1,184	48	1,136	1,238	50	1,188	(53)	(36)
96.847.880-K	Technical Training LATAM S.A.	1,238	740	498	1,246	893	353	205	165
Foreign	Latam Finance Limited	112	208,620	(208,508)	114	208,621	(208,507)	(1)	(1)
Foreign	Professional Airline Services INC.	8,508	1,660	6,848	15,571	10,943	4,628	1,960	1,681
Foreign	Jarletul S.A.	12	1,101	(1,089)	16	1,101	(1,085)	(4)	8
Foreign	Latam Travel S.R.L.	93	—	93	92	—	92	—	5
76.262.894-5	Latam Travel Chile II S.A.	358	1,243	(885)	356	1,239	(883)	(2)	(16)
Foreign	Latam Travel S.A.	3,847	1,623	2,091	4,547	1,554	2,993	(3,563)	940
Foreign	Faisán Finance DAC	—	—	—	—	—	—	—	—
Foreign	TAM S.A. and Subsidiaries (*)	4,070,469	2,557,042	1,512,327	4,239,702	3,027,373	1,212,329	673,648	740,783

(*) The Equity reported corresponds to Equity attributable to owners of the parent company, it does not include Non-controlling participation.

In addition, the following special purpose entities have been consolidated: (1) Chercán Leasing Limited, intended to finance advance payments of aircraft; (2) Guanay Finance Limited, intended for the issue of a securitized bond with future credit card payments (Liquidated in May 2023); (3) Yamasa Sangyo Aircraft LA1 Kumiai, Yamasa Sangyo Aircraft LA2 Kumiai; and (4) Jun Shan 16, earmarked for aircraft financing. These companies have been consolidated as required by IFRS 10.

All entities over which LATAM has control have been included in the consolidation. The Company has analyzed the control criteria in accordance with the requirements of IFRS 10.

Changes occurred in the consolidation perimeter between January 1, 2023 and December 31, 2024, are detailed below:

(1) Incorporation or acquisition of companies

- On March 29, 2023, a capital increase was made in TAM S.A. carried out a capital increase, through the contribution of LATAM Airlines Group S.A. of accounts receivable for ThUS\$785,865; consequently, there were no significant changes in the shareholder composition and therefore did not generate any effect within the Consolidated Financial Statements.
- On March 29, 2023, a capital increase was made in TAM Linhas Aéreas S.A carried out a capital increase, through the contribution of TAM S.A. of accounts receivable for ThUS\$785,865; consequently, there were no significant changes in the shareholder composition and therefore did not generate any effect within the Consolidated Financial Statements.

- On March 29, 2023, a capital increase was made in Aerovías de Integración Regional S.A. through the contribution of made a capital increase where Holdco Colombia I SpA made a contribution through accounts receivable for ThUS\$120,410 and with a premiums for the issuance of shares, consequently, there were no significant changes in the shareholder composition.

- On April 14, 2023, a capital reduction was carried out in Lan Argentina S.A. through the absorption of losses in the sum of ThUS\$160,170. Consequently, there were no significant changes in the shareholding composition and therefore it did not generate any effect within the Consolidated Financial Statements.

- On June 7, 2023, a capital increase was made in TAM S.A. carried out a capital increase, through the contribution of LATAM Airlines Group S.A. of accounts receivable for ThUS\$308,031, consequently, there were no significant changes in the shareholder composition and therefore did not generate any effect within the Consolidated Financial Statements.

- On June 7, 2023, a capital increase was made in TAM Linhas Aéreas S.A carried out a capital increase, through the contribution of TAM S.A. of accounts receivable for ThUS\$308,031, consequently, there were no significant changes in the shareholder composition and therefore did not generate any effect within the Consolidated Financial Statements.

- On June 13 and 14, 2023, Inversiones Lan S.A. made a purchase of 923 shares from third parties, for an a total amount of ThUS\$23, of the subsidiary Aerovías de Integración Regional S.A., consequently, these transactions generated a decrease in the non-controlling interest, without generating significant effects on the Consolidated Financial Statements.

- On July 21, 2023, a capital increase was carried out in Latam Airlines Ecuador S.A through the contribution of accounts receivable held by Holdco Ecuador S.A for ThUS\$3,100, consequently, there were no significant changes in the shareholding composition and Therefore, it did not generate any effect within the Consolidated Financial Statements.

- On July 28, 2023, Lan Cargo S.A purchased 1 share of Lan Cargo Overseas Limited from Inversiones Lan S.A. Consequently, there were no significant changes in the shareholding composition and therefore did not generate any effect within the Consolidated Financial Statements.

- On August 1, 2023, Inversiones Lan S.A. purchased 1 share of Americonsult SA de CV from Lan Cargo Overseas Limited. Consequently, there were no significant changes in the shareholding composition and therefore did not generate any effect within the Consolidated Financial Statements.

- On August 4, 2023, the merger of Holdco Colombia II SpA into Lan Pax Group S.A takes place, acquiring the latter all of its assets, liabilities, rights and obligations. As a result of the above, Holdco Colombia II SpA is dissolved. On the same date Lan Pax Group S.A carries out a capital increase of ThUS\$347 in Holdco Colombia I SpA through the contribution of 47,010 shares of Aerovías de Integración Regional S.A. These transactions were carried out between entities under common control of LATAM Airlines Group S.A. Group. and, therefore, did not generate any effect within the Consolidated Financial Statements.

- On September 11, 2023, the company Mas Investment Limited was liquidated and its controller Lan Cargo Overseas Limited acquired all its assets, liabilities, rights and obligations, as a result of the liquidation, including the investments that Mas Investment Limited held in the following companies: (i) Consultoría Administrativa Profesional S.A. de C.V., equivalent to 49,500 shares; (ii) Americonsult, S.A. de C.V., equivalent to 499 shares; (iii) Transporte Aéreo S.A. equivalent to 109,662 shares; and (iv) Inversiones Aereas S.A., equivalent to 15,216 shares. These transactions were carried out between entities under common control of LATAM Airlines Group S.A. and, therefore, did not generate any effect within the Consolidated Financial Statements.

- On September 11, 2023, the company Lan Cargo Overseas Limited was liquidated and its controller Lan Cargo S.A acquired all its all its assets, liabilities, rights and obligations, as a result of the liquidation, including the investments that Lan Cargo Overseas Limited held in the following companies: (i) Prime Airport Services Inc., equivalent to 105 shares; (ii) Americonsult de Costa Rica S.A, equivalent to 66 shares; (iii) Americonsult de Guatemala, Sociedad Anónima, equivalent to 50 shares; (iv) Consultoría Administrativa Profesional S.A. de C.V., equivalent to 49,500 shares; (v) Americonsult, S.A. de C.V., equivalent to 499 shares; (vi) Transporte Aéreo S.A. equivalent to 109,662 shares; and (vii) Inversiones Aereas S.A., equivalent to 15,216 shares. These transactions were carried out between entities under common control of LATAM Airlines Group S.A. and, therefore, did not generate any effect within the Consolidated Financial Statements.
- On September 15, 2023, a capital increase was made in TAM S.A. through the contribution of ThUS\$106,104 on accounts receivable from LATAM Airlines Group S.A.; consequently, there were no significant changes in the shareholder composition and therefore did not generate any effect within the Consolidated Financial Statements.
- On September 15, 2023, a capital increase was made in TAM Linhas Aéreas S.A through the contribution of ThUS\$106,104 on accounts receivable from TAM S.A., consequently, there were no significant changes in the shareholder composition and therefore did not generate any effect within the Consolidated Financial Statements.
- On October 23 and 30, 2023, Inversiones Lan S.A. purchased a total 183 shares from Non-controlling interest, for an a total amount of ThUS\$2, of the subsidiary Aerovías de Integración Regional S.A., consequently, these transactions generated a decrease in non-controlling interest, with no generating significant effects on the Consolidated Financial Statements.
- On December 6, 2023, the company Prime Cargo SpA was incorporated, which is 100% owned by Lan Cargo S.A., whose exclusive purpose is to carry out storage activities for all types of products and/or merchandise in Chile.
- On December 29, 2023, LATAM Airlines Group S.A. purchased of 2,392,166 preferred shares of Inversora Cordillera S.A. a Transportes Aéreos del Mercosur S.A.;consequently, the shareholding composition of Inversora Cordillera S.A. is as follows: Lan Pax Group S.A. with 99.95% and LATAM Airlines Group S.A. with 0.05%. These transactions were between subsidiaries of LATAM Airlines Group not generating any effects within the Consolidated Financial Statements.
- On December 29, 2023, LATAM Airlines Group S.A. purchased of 53,376 preferred shares of LAN Argentina S.A. a Transportes Aéreos del Mercosur S.A.;consequently, the shareholding composition of LAN Argentina S.A. is as follows: Lan Pax Group S.A. with 4.99%, Inversora Cordillera S.A. with 94.96% and LATAM Airlines Group S.A. with 0.05%. These transactions were between subsidiaries of LATAM Airlines Group not generating any effects within the Consolidated Financial Statements.
- On March 18, 2024, a capital reduction was carried out in Inversiones Aéreas S.A. through the absorption of accumulated losses in the sum of ThUS\$175,140. As a consequence of this decrease in capital, the number of shares was reduced by 6,634,496, without modifying the original participation of its shareholders. This transaction did not generate any effect within the Consolidated Financial Statements.
- On May 14, 2024, a capital increase was carried out in Aerovías de Integración Regional S.A. by Holdco Colombia I SpA, for an amount of ThUS\$45,271, equivalent to 10 shares and with a premiums for the issuance of shares in favor of the Holco Colombia I SpA. As a result of this increase, there were no significant changes in the shareholder composition.
- On September 17, 2024, LATAM Airlines Group S.A acquired in 1 Euro, 100% of the rights of the company Faisán Finance Designates Activity Company, domiciled in Ireland, for the purposes of acquiring, managing, financing, refinancing, among others.
- On November 8, 2024, the Board of Directors of the subsidiary Connecta Corporation agreed the distribution and payment of dividends of ThUS\$19,000 to Lan Cargo S.A., as sole shareholder. This transaction did not generate any effect within the Consolidated Financial Statements.
- At the Extraordinary General Shareholders' Meeting held on December 16, 2024 of the subsidiary Lan Argentina S.A., it was agreed to forgive the debt associated with the preferred dividends accrued and owed by this subsidiary to its shareholders, and to amend the company statute to eliminate the Class "B" Preferred Shares, replacing them in their entirety with ordinary shares. Accrued preferred dividends that were outstanding to shareholders amounted to ThUS\$1,019 as of December 15, 2024. At this same Meeting, it was approved to amend the company statute to replace all preferred shares with ordinary shares, with the accrual of preferred dividends being null and void as of this date. This transaction did not generate any effect within the Consolidated Financial Statements.
- At the Extraordinary General Shareholders' Meeting held on December 16, 2024, of the subsidiary Inversora Cordillera S.A., it was agreed to forgive the debt associated with the preferred dividends accrued and owed by said subsidiary to its shareholders, and to amend the company statute to eliminate the Class "A" Preferred Shares, replacing them in their entirety with ordinary shares. The accumulated preferred dividends that were pending payment to shareholders amounted to ThUS\$8,580. At this same Meeting, it was approved to amend the company statute to eliminate and replace preferred shares with ordinary shares, with the accrual of preferred dividends being null and void as of this date. This transaction did not generate any effect within the Consolidated Financial Statements.
- On December 17, 2024, a capital increase was carried out in Aerovías de Integración Regional S.A. by Holdco Colombia I SpA, for an amount of ThUS\$18,544, equivalent to 10 shares and with a premiums for the issuance of shares in favor of the Holco Colombia I SpA. As a result of this increase, there were no significant changes in the shareholder composition.



NOTE 2 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The following describes the principal accounting policies adopted in the preparation of these consolidated financial statements.

2.1. Basis of Preparation

These consolidated financial statements of LATAM Airlines Group S.A. and Subsidiaries as of December 31, 2024 and 2023, have been prepared in accordance with the International Financial Reporting Standards as issued by the International Accounting Standards Board (IFRS Accounting Standards) and with the interpretations issued by the International Financial Reporting Standards Interpretations Committee (IFRIC IC).

The consolidated financial statements have been prepared under the historic-cost criterion, although modified by the valuation at fair value of certain financial instruments.

The preparation of the consolidated financial statements in accordance with IFRS Accounting Standards requires the use of certain critical accounting estimates. It also requires management to use its judgment in applying the Company’s accounting policies. Note 4 describe the areas that imply a greater degree of judgment or complexity or the areas where the assumptions and estimates are significant to the consolidated financial statements.

These consolidated financial statements have been prepared in accordance with the accounting policies used by the Company in the preparation of the 2023 consolidated financial statements, except for the standards and interpretations adopted as of January 1, 2024.

(a) Application of new standards for the year 2024:

Accounting pronouncements with implementation effective from January 1, 2024:

	Issuance Date	Effective Date:
(i) Standards and amendments		
Amendment to IAS 1: Presentation of financial statements, on classification of liabilities.	January 2020	01/01/2024
Amendment to IAS 1: Presentation of financial statements, on noncurrent liabilities with covenants.	October 2022	01/01/2024
Amendment to IFRS 16: Leases, on sales with leaseback.	September 2022	01/01/2024
Amendments to IAS 7 "Statement of cash flows" and IFRS 7 "Financial Instruments: Information to be Disclosed"	May 2023	01/01/2024

The application of these accounting standards as of January 1, 2024, had no significant effect on the Company's consolidated financial statements.

(b) Accounting pronouncements not in force for the financial year beginning on January 1, 2024:

	Issuance Date	Effective Date:
(i) Standards and amendments		
Amendments to IAS 21: Lack of Exchangeability	August 2023	01/01/2025
IFRS 18: Presentation and disclosures in the financial statements	April 2024	01/01/2027
Amendment to IFRS 9 and IFRS 7: Classification and Measurement of Financial Instruments	May 2024	01/01/2026
IFRS 19 Subsidiaries without Public Accountability: Disclosures	May 2024	01/01/2027

The Company's management is evaluating the impacts that the application of IFRS 18 Presentation and disclosures in the financial statements; and the amendments to IFRS 9 and IFRS 7 may have on the consolidated financial statements. Where it is estimated that the adoption of the amendments to IAS 21 and IFRS 19 Subsidiaries without Public Liability: Disclosures, will not have significant effects on the company's consolidated financial statements in the year of its first adoption.

(c) Chapter 11 Filing and Exit

Chapter 11 Filing and Procedure: Due to the effects on the operation of the restrictions established in the countries to control the effects of the COVID-19 pandemic, on May 25, 2020 the Board of LATAM Airlines Group S.A. (“LATAM Parent”) resolved unanimously that LATAM Parent and some its subsidiaries should initiate a reorganization process in the United States of America according to the rules established in the Bankruptcy Code by filing a voluntary petition for relief in accordance with the same, which petition was submitted on May 26, 2020 and was jointly administered under Case Number 20- 11254. Subsequently, Piquero Leasing Limited (July 7, 2020) and TAM S.A. and its subsidiaries in Brazil (July 9, 2020) joined the process (the voluntary petitions, collectively, the “Bankruptcy Filing” and each LATAM entity that filed a petition, a “Debtor” and jointly, the “Debtors”).

As part of their overall reorganization process, while the Chapter 11 proceedings were outstanding the Debtors sought and received relief in certain non-U.S. jurisdictions (i.e., Cayman Islands, Chile and Colombia).

The Bankruptcy Filing for each of the Debtors was jointly administered under the caption “In re LATAM Airlines Group S.A. et al.” Case Number 20-11254. On June 18, 2022, the Bankruptcy Court issued a memorandum decision approving the Debtors’ joint plan of reorganization (the “Plan”) and rejecting all remaining objections and entered an order confirming the Plan (the “Confirmation Order”). On November 3, 2022 (the “Effective Date”), the Plan was substantially consummated and each of the Debtors emerged from the Chapter 11 proceedings as “Reorganized Debtors”. Thereafter, the Reorganized Debtors were permitted to operate their businesses and manage their properties without supervision of the Bankruptcy Court and free of the restrictions of the Bankruptcy Code.

Pursuant to the Plan, the Company received an infusion of approximately US\$8.19 billion through a mix of new equity, convertible notes and debt, which enabled the Company to exit Chapter 11 with appropriate capitalization to effectuate its business plan. Upon emergence, the Company had total debt of approximately US\$6.8 billion, cash and cash equivalents of approximately US\$1.1 billion and revolving undrawn facilities in the amount of US\$1.1 billion.

Pursuant to the Plan and Backstop Agreements, between October and November 2022, LATAM obtained secured priority DIP and exit debt for a total amount of US\$2.75 billion, structures as follows: (i) a new revolving credit line facility of up to US\$500 million (the “Revolving Credit Facility”), (ii) and new term loan B for US\$1.1 billion (the “Term Loan”); (iii) notes issued pursuant to Rule 144A and Regulation S of the Securities and Exchange Commission (“SEC”) under the Securities Act of 1933 of the United States of America (the “U.S. Securities Act”) for a total amount of US\$450 million and with a scheduled maturity date



in 2027 (the “2027 Notes”); and (iv) bonds issued pursuant to Rule 144A and Regulation S of the SEC under the US Securities Law for a total amount of US\$700 million and whit a scheduled maturity date in 2029 (the “2029 Notes”, and together with the Revolving Credit Facility, the Term Loan, and the 2027 Notes, the “Exit Financing”). All the debt instruments comprising the Exit Financing are secured equally and ratably with the same collateral comprised of certain assets of LATAM Parent and its subsidiaries that are obligors under such instruments.

As is usual in this types of restructurings, the Chapter 11 proceedings docket remained open after the Effective Date to complete the conciliation process for certain claims that were still pending, as of such date, as well as to resolve certain administrative matters.

On June 29, 2023, the Bankruptcy Court issued a final decree of the Chapter 11 proceedings ordering the closure of Case Number 20-11254 and its file (the “Final Decree”). The foregoing, as a result of the resolution of substantially all remaining issues of the Chapter 11 proceedings and all appeals of the Confirmation Order.

Subsequent to the Effective Date, the Exit Financing has been subject to the following amendments:

1. The Revolving Credit Facility has been amended on two occasions.

- a) First, as reported by material fact dated July 15, 2024, the Revolving Credit Facility was modified in order to, among other things, (i) extend the scheduled maturity date from November 2026 to July 15, 2029; provided, however, that it will be payable in advance earlier on the date that is 180 days prior to the maturity date of any of the outstanding financings that share collateral with the Revolving Credit Facility, to the extent that as of that date, such other financings have not been refinanced or deferred; (ii) increase the amount of the Revolving Credit Facility from US\$500 million to US\$750 million; (iii) eliminate references to the Chapter 11 proceedings; (iv) include additional financiers to the Revolving Credit Line; and (v) modify certain commercial conditions of the Revolving Credit Facility in relation to interest rates and fees and
- b) In second place, the Revolving Credit Facility was modified on October 7, 2024,to, among other things, amend certain covenants and incorporate certain provisions relates to certain collateral release events described below.

2. 2030 Notes and Refinancing of the 2027 Notes and the Term Loan.

As reported through material fact dated October 1, 2024 and October 15, 2024, on October 15, 2024, LATAM Parent issued and placed in international markets, secured notes for a principal amounts of US\$1.4 billion, at an annual interest rate of 7.875% and maturing in the year 2030 (the “2030 Bonds”), under the Rule 144-A and SEC Regulation S, under the US Securities Act. The Notes are considered Exit Financing and, thus, are secured with the same collateral of the other instruments comprising the Exit Financing. Additional, the 2030 Notes' indenture also includes provisions related to certain collateral release events described below.

The proceeds obtained from issuance of the 2030 Notes, together with the additional available cash of LATAM Parent of US\$200 million, were used to pay in full and terminate the Term Loan and 2027 Notes.

If any, the remainder of the funds obtained under the 2030 Bonds and the cash reserves currently maintained by LATAM Parent must be used for working capital and other general corporate purposes.

As a result of the above, there was an impact on expenses in the consolidated income statement for an approximate amount of US\$134 million, of which US\$45 million directly impacted cash during the fourth quarter of 2024.

3. Additional Collateral Release

The Revolving Credit Facility and the 2030 Notes indenture include substantially the same provisions under which LATAM Parent may in the future, and after satisfying certain conditions, release the liens over certain collateral, including the cargo-business assets, the gates and slots. Any such collateral release is subject to numerous conditions, including that (a) after giving pro forma effect to the release, the asset coverage ratio set forth in those instruments is not less than 1.6x and (b) the release is permitted under all Exit Financings (and any junior debt secured by the same collateral) and, after giving effect to such release, the released collateral does no longer secure any such secured debts.

The referred collateral release provisions have not been included yet in the 2029 Notes indenture and, thus, any such release cannot be implemented until either the 2029 Notes indenture is amended to include such provisions or the 2029 Notes are paid in full.

2.2. Basis of Consolidation

(a) Subsidiaries

Subsidiaries are all the entities (including special-purpose entities) over which the Company has the power to control the financial and operating policies, which are generally accompanied by a holding of more than half of the voting rights. In evaluating whether the Company controls another entity, the existence and effect of potential voting rights that are currently exercisable or convertible at the date of the consolidated financial statements are considered. The subsidiaries are consolidated from the date on which control is passed to the Company and they are excluded from the consolidation on the date they cease to be so controlled. The results and cash are incorporated from the date of acquisition.

Balances, transactions and unrealized gains on transactions between the Company’s entities are eliminated. Unrealized losses are also eliminated unless the transaction provides evidence of an impairment loss of the asset transferred. When necessary, in order to ensure uniformity with the policies adopted by the Company, the accounting policies of the subsidiaries are modified.

To account for and identify the financial information to be disclosed when carrying out a business combination, such as the acquisition of an entity by the Company, the acquisition method provided for in IFRS 3: Business combinations is used.

(b) Transactions with non-controlling interests

The Group applies the policy of considering transactions with non-controlling interests, when not related to the loss of control, as equity transactions without an effect on income.

(c) Sales of subsidiaries

When a subsidiary is sold and a percentage of participation is not retained, the Company derecognizes the assets and liabilities of the subsidiary, the non-controlling interest and other components of equity related to the subsidiary. Any gain or loss resulting from the loss of control is recognized in the consolidated income statement by function within Other gains (losses).

If LATAM Airlines Group S.A. and Subsidiaries retain an ownership of participation in the disposed subsidiary which does not represent control, this is recognized at fair value on the date that control is lost and the amounts previously recognized in Other comprehensive income are accounted as if the Company had disposed directly the assets and related liabilities, which can cause these amounts to be reclassified to profit or loss. The percentage retained valued at fair value is subsequently accounted using the equity method.

(d) Investees or associates

Investees or associates are all entities over which LATAM Airlines Group S.A. and Subsidiaries have significant influence but have no control. This usually arises from holding between 20% and 50% of the

g rights. Investments in associates are booked using the equity method and are initially recognized at their

Foreign currency transactions

Presentation and functional currencies

tems included in the financial statements of each of the entities of LATAM Airlines Group S.A. and its diaries are valued using the currency of the main economic environment in which the entity operates (the onal currency). The functional currency of LATAM Airlines Group S.A. is the United States Dollar, i is also the presentation currency of the consolidated financial statements of LATAM Airlines Group and Subsidiaries.

Transactions and balances

gn currency transactions are translated to the functional currency using the exchange rates on the iction dates. Foreign currency gains and losses resulting from the liquidation of these transactions and the translation at the closing exchange rates of the monetary assets and liabilities denominated in foreign cy are shown in the consolidated statement of income by function except when deferred in Other rehensive income as qualifying cash flow hedges.

Adjustment due to hyperinflation

July 1, 2018, the Argentine economy was considered, for purposes of IFRS Accounting Standards, inflationary. The consolidated financial statements of the subsidiaries whose functional currency is the rtine Peso have been restated.

on-monetary items of the statement of financial position as well as the income statement, comprehensive e and cash flows of the group's entities, whose functional currency corresponds to a hyperinflationary my, are adjusted for inflation and re-expressed in accordance with the variation of the consumer price ("CPI"), at each presentation date of its financial statements. The re-expression of non-monetary items is from the date of initial recognition in the statements of financial position and considering that the ial statements are prepared under the historical cost criterion.

osses or gains arising from the re-expression of non-monetary items and income and costs are recognized consolidated income statement under "Result of indexation units".

ains and losses on the re-expression of opening balances due to the initial application of IAS 29 were nized in the consolidated retained earnings.

pression due to hyperinflation will be recorded until the period or exercise in which the economy of the ceases to be considered as a hyperinflationary economy. At that time, the adjustments made by inflation will be part of the cost of non-monetary assets and liabilities.

omparative amounts in the consolidated financial statements of the Company are presented in a stable cy and are not adjusted for subsequent changes in the price level or exchange rates.

Group entities

esults and the financial situation of the Group's entities, whose functional currency is different from the ntation currency of the consolidated financial statements, of LATAM Airlines Group S.A., which does rrespond to the currency of a hyperinflationary economy, are converted into the currency of presentation lows:

Assets and liabilities of each consolidated statement of financial position presented are translated at osing exchange rate on the consolidated statement of financial position date;

The revenues and expenses of each income statement account are translated at the exchange rates iling on the transaction dates, and

All the resultant exchange differences by conversion are shown as a separate component in other rehensive income, within "Gain (losses) from exchange rate difference, before tax".

For those subsidiaries of the group whose functional currency is different from the presentation currency and corresponds to the currency of a hyperinflationary economy; its restated results, cash flow and financial situation are converted to the presentation currency at the closing exchange rate on the date of the consolidated financial statements.

The exchange rates used correspond to those fixed in the country where the subsidiary is located, whose functional currency is different to the U.S. dollar.

2.4. Property, plant and equipment

The land of LATAM Airlines Group S.A. and its Subsidiaries, are recognized at cost less any accumulated impairment loss. The rest of the Property, plant and equipment are recorded, both at their initial recognition and their subsequent measurement, at their historical cost, restated for inflation when appropriate, less the corresponding depreciation and any loss due to impairment.

The amounts of advances paid to the aircraft manufacturers are capitalized by the Company under Construction in progress until they are received.

Subsequent costs (replacement of components, improvements, extensions, etc.) are included in the value of the initial asset or are recognized as a separate asset, only when it is probable that the future economic benefits associated with the elements of property, plant and equipment, will flow to the Company and the cost of the item can be determined reliably. The value of the replaced component is written off. The rest of the repairs and maintenance are charged to income when they are incurred.

The depreciation of the Property, plant and equipment is calculated using the linear method over their estimated technical useful lives; except in the case of certain technical components which are depreciated on the basis of cycles and hours flown. This charge is recognized in the captions "Cost of sale" and "Administrative expenses".

The residual value and the useful life of assets are reviewed and adjusted, if necessary, once a year. Useful lives are detailed in Note 16 (d).

When the value of an asset exceeds its estimated recoverable amount, its value is immediately reduced to its recoverable amount.

Losses and gains from the sale of property, plant and equipment are calculated by comparing the consideration with the book value and are included in the consolidated statement of income.

2.5. Intangible assets other than goodwill

(a) Airport slots and Loyalty program

Airport slots and the Loyalty program correspond to intangible assets with indefinite useful lives and are annually tested for impairment as an integral part of the CGU Air Transport.

Airport Slots correspond to an administrative authorization to carry out operations of arrival and departure of aircraft, at a specific airport, within a certain period of time.

The Loyalty program corresponds to the system of accumulation and exchange of points that is part of TAM Linhas Aereas S.A.

(b) Computer software

Licenses for computer software acquired are capitalized on the basis of the costs incurred in acquiring them and preparing them for using the specific software. These costs are amortized over their estimated useful lives, for which the Company has defined useful lives between 3 and 10 years.

Expenses related to the development or maintenance of computer software which do not qualify for capitalization, are shown as an expense when incurred. The personnel costs and other costs directly related to the production of unique and identifiable computer software controlled by the Company, are shown as intangible Assets other than Goodwill when they have met all the criteria for capitalization.



2.6. Borrowing costs

Interest costs incurred for the construction of any qualified asset are capitalized over the time necessary for completing and preparing the asset for its intended use. Other interest costs are recognized in the consolidated statement of income by function when accrued.

2.7. Losses for impairment of non-financial assets

Intangible assets that have an indefinite useful life are not subject to amortization and are tested annually for impairment, or more frequently if events or changes in circumstances indicate that they might be impaired. Assets subject to amortization are tested for impairment losses whenever any event or change in circumstances indicates that the carrying amount may not be recoverable. An impairment loss is recognized for the excess of the carrying amount of the asset over its recoverable amount. The recoverable amount is the fair value of an asset less the costs of sale or the value in use, whichever is greater. For the purpose of evaluating impairment losses, assets are grouped at the lowest level for which there are largely independent cash inflows (cash generating unit. Non-financial assets, other than goodwill, that would have suffered an impairment loss are reviewed if there are indicators of reversal of losses. Impairment losses are recognized in the consolidated statement of income by function under "Other gains (losses)".

2.8. Financial assets

The Company classifies its financial assets in the following categories: at fair value (either through other comprehensive income, or through gains or losses), and at amortized cost. The classification depends on the business model of the entity to manage the financial assets and the contractual terms of the cash flows.

The group reclassifies debt investments when, and only when, it changes its business model to manage those assets.

In the initial recognition, the Company measures a financial asset at its fair value plus, in the case of a financial asset classified at amortized cost, the transaction costs that are directly attributable to the acquisition of the financial asset. Transaction costs of financial assets accounted for at fair value through profit or loss are recorded as expenses in the consolidated statement of income by function.

(a) Debt instruments

The subsequent measurement of debt instruments depends on the group's business model to manage the asset and cash flow characteristics of the asset. The Company has two measurement categories in which the group classifies its debt instruments:

Amortized cost: the assets held for the collection of contractual cash flows where those cash flows represent only payments of principal and interest are measured at amortized cost. A gain or loss on a debt investment that is subsequently measured at amortized cost and is not part of a hedging relationship is recognized in income when the asset is derecognized or impaired. Interest income from these financial assets is included in financial income using the effective interest rate method.

Fair value through profit or loss: assets that do not meet the criteria of amortized cost or fair value through other comprehensive income are measured at fair value through profit or loss. A gain or loss on a debt investment that is subsequently measured at fair value through profit or loss and is not part of a hedging relationship is recognized in profit or loss and is presented net in the consolidated statement of income by function within other gains / (losses) in the period or exercise in which it arises.

(b) Equity instruments

Changes in the fair value of financial assets at fair value through profit or loss are recognized in other gains / (losses) in the consolidated statement of income by function as appropriate.

The Company evaluates in advance the expected credit losses associated with its debt instruments recorded at amortized cost. The applied impairment methodology depends on whether there has been a significant increase in credit.

2.9. Derivative financial instruments and embedded derivatives

Derivative financial instruments and hedging activities

Initially at fair value on the date on which the derivative contract was made and are subsequently valued at their fair value. The method to recognize the resulting loss or gain depends on whether the derivative designated as a hedging instrument and, if so, the nature of the item being hedged.

The Company designates certain derivatives as:

(a) Hedge of an identified risk associated with a recognized liability or an expected highly- probable transaction (cash-flow hedge), or

(b) Derivatives that do not qualify for hedge accounting.

At the beginning of the transaction, the Company documents the economic relationship between the hedged items existing between the hedging instruments and the hedged items, as well as its objectives for risk management and the strategy to carry out various hedging operations. The Company also documents its assessment, both at the beginning and on an ongoing basis, as to whether the derivatives used in the hedging transactions are highly effective in offsetting the changes in the fair value or cash flows of the items being hedged.

The total fair value of the hedging derivatives is booked as Other non-current financial asset or liability if the remaining maturity of the item hedged is over 12 months, and as an Other current financial asset or liability if the remaining term of the item hedged is less than 12 months. Derivatives not booked as hedges are classified as Other financial assets or liabilities.

(a) Cash flow hedges

The effective portion of changes in the fair value of derivatives that are designated and qualify as cash flow hedges is shown in the statement of other comprehensive income. The loss or gain relating to the ineffective portion is recognized immediately in the consolidated statement of income by function under other gains (losses). Amounts accumulated in equity are reclassified to profit or loss in the periods or exercise when the hedged item affects profit or loss. When these amounts correspond to hedging derivatives of highly probable items that give rise to non-financial assets or liabilities, in which case, they are recorded as part of the non-financial assets or liabilities.

For fuel price hedges, the amounts shown in the statement of other comprehensive income are reclassified to results under the line-item Cost of sales to the extent that the fuel subject to the hedge is used.

Gains or losses related to the effective part of the change in the intrinsic value of the options are recognized in the cash flow hedge reserve within equity. Changes in the time value of the options related to this part are recognized within Other Consolidated Comprehensive Income in the costs of the hedge reserve within equity.

When a hedging instrument matures, is sold, or fails to meet the requirements to be accounted for as a hedge, any gain or loss accumulated in the statement of Other comprehensive income until that moment, remains in the statement of other comprehensive income and is reclassified to the consolidated statement of income when the hedged transaction is finally recognized.

When it is expected that the hedged transaction is no longer going to occur, the gain or loss accumulated in the statement of other comprehensive income is taken immediately to the consolidated statement of income by function as “Other gains (losses)”.

(b) Derivatives not booked as a hedge

The changes in fair value of any derivative instrument that is not booked as a hedge are shown immediately in the consolidated statement of income in “Other gains (losses)”.

Embedded derivatives

The Company assesses the existence of embedded derivatives in financial instrument contracts. Derivatives embedded in non-derivative host contracts are treated as separate derivatives when they meet the definition of a derivative, their risks and characteristics are not closely related to those of the host contracts and the contracts are not measured at FVTPL as a whole. LATAM Airlines Group S.A. has determined that no embedded derivatives currently exist.

2.10. Inventories

Inventories, are shown at the lower of cost and their net realizable value. The cost is determined on the basis of the weighted average cost method (WAC). The net realizable value is the estimated selling price in the normal course of business, less estimated costs necessary to make the sale.

2.11. Trade and other accounts receivable

Commercial accounts receivable are initially recognized at their fair value and subsequently at their amortized cost in accordance with the effective rate method, less the provision for impairment according to the model of the expected credit losses. The Company applies the simplified approach permitted by IFRS 9, which requires that expected lifetime losses be recognized upon initial recognition of accounts receivable.

In the event that the Company transfers its rights to any financial asset (generally accounts receivable) to a third party in exchange for a cash payment, the Company evaluates whether all risks and rewards have been transferred, in which case the account receivable is derecognized.

The existence of significant financial difficulties on the part of the debtor, the probability that the debtor goes bankrupt or financial reorganization are considered indicators of a significant increase in credit risk.

The carrying amount of the asset is reduced as the provision account is used and the loss is recognized in the consolidated income statement under "Cost of sales". When an account receivable is written off, it is regularized against the provision account for the account receivable.

2.12. Cash and cash equivalents

Cash and cash equivalents include cash and bank balances, time deposits in financial institutions, and other short-term and highly liquid investments and a low risk of loss of value.

2.13. Capital

The common shares are classified as net equity.

Incremental costs directly attributable to the issuance of new shares or options are shown in net equity as a deduction from the proceeds received from the placement of shares.

2.14. Trade and other accounts payables

Trade payables and other accounts payable are initially recognized at fair value and subsequently at amortized cost.

2.15. Interest-bearing loans

Financial liabilities are shown initially at their fair value, net of the costs incurred in the transaction. Later, these financial liabilities are valued at their amortized cost; any difference between the proceeds obtained (net of the necessary arrangement costs) and the repayment value, is shown in the consolidated statement of income during the term of the debt, according to the effective interest rate method.

Financial liabilities are classified in current and non-current liabilities according to the contractual payment dates of the nominal principal and compliance with contractual agreements at the closing date of these financial statements.

Convertible Notes

The component parts of the convertible notes issued by LATAM Airlines Group S.A. are classified separately as financial liabilities and equity in accordance with the substance of the contractual arrangements and the definitions of a financial liability and an equity instrument.

At the date of issue, the fair value of the liability component is estimated using the prevailing market interest rate for similar non-convertible instruments. This amount is recorded as a liability on an amortized cost basis using the effective interest method until extinguished upon conversion or at the instrument's maturity date. The conversion option classified as equity is determined by the deducting the amount of the liability component from the fair value of the compound instrument as a whole. This is recognized and included in other equity, net of income tax effects. and is not subsequently remeasured. In addition, the conversion option classified as equity will remain in other equity until the conversion option is exercised, in which case, the balance recognized in other equity will be transferred to share capital. Where the conversion option remains unexercised at maturity date of the convertible bond, the balance recognized in other equity will be transferred to retained earnings. No gain or loss is recognized in profit or loss upon conversion or expiration of the conversion option.

Transaction costs that relate to the issue of the convertible notes are allocated to the liability and equity components in proportion to the allocation of the gross proceeds. Transaction costs relating to the equity component are charged directly to equity.

2.16. Current and deferred taxes

The tax expense for the period or exercise comprises income and deferred taxes.

The current income tax expense is calculated based on tax laws enacted at the date of the statement of financial position, in the countries in which the subsidiaries and associates operate and generate taxable income.

Deferred taxes are recognized on the temporary differences arising between the tax bases of assets and liabilities and their carrying amounts in the consolidated financial statements. When deferred taxes arise from the initial recognition of a liability or an asset in a transaction other than a business combination, which at the time of the transaction does not affect either the accounting result or the tax profit or loss, they are recorded. Deferred tax is determined using the tax rates (and laws) that have been enacted or substantially enacted at the date of the consolidated statements of financial position and are expected to apply when the related deferred tax asset is realized or the deferred tax liability discharged.

Deferred tax assets are recognized only to the extent it is probable that the future taxable profit will be available against which the temporary differences can be utilized.

The tax (current and deferred) is recognized in the statement of income by function, unless it relates to an item recognized in other comprehensive income, directly in equity or arises from a business combination. In this case the tax is also recognized in other comprehensive income or, directly in the statement of income by function, respectively.

Deferred tax assets and liabilities are offset if, and only if:

(a) there is a legally enforceable right to set off current tax assets and liabilities, and

(b) the deferred tax assets and liabilities relate to income taxes levied by the same taxation authority on either: (i) the same taxable entity, or (ii) different taxable entities which intend to settle current tax liabilities and assets on a net basis, or to realize the assets and settle the liabilities simultaneously, in each future period in which significant amounts of deferred tax liabilities or assets are expected to be settled or recovered.

LATAM Airlines Group S.A has evaluated the potential impact derived from the implementation of the so-called “GloBE or Pillar Two rules”, through which multinational groups are expected to pay a minimum effective tax rate of 15%. Based on the analysis carried out, we have concluded that, either because they fall outside the scope of the GloBE Rules (as they do not meet the criteria to be considered a “Constituent Entity” for the purposes of the Pillar) or they are located in jurisdictions that do not have implemented such GloBE Rules, no entity, permanent establishment or vehicle of the LATAM Group will have a financial impact due to the GloBE Rules in fiscal year 2024. The LATAM Group constantly evaluates these potential impacts,



including the recent Law 15.079/2024 published in Brazil during the month of December, which makes definitive Provisional Measure No. 1.262/2024 published on October 3, 2024 by the Federal Government. This law introduces the Pillar Two rules in the country without relevant changes with respect to the initial provisional measure, incorporating certain aspects of the GloBE rules into Brazilian tax legislation. The new rules in Brazil will come into effect in fiscal year 2025. At the closing of these financial statements, the group does not present expenses (income) for current taxes related to the income tax of Pillar Two.

LATAM Airlines Group S.A. and its Subsidiaries have adopted the exception of paragraph 4A of IAS 12, incorporated in the amendment published on May 23, 2023, relating to the recognition and disclosure of deferred tax assets and liabilities related to Pillar Two income taxes.

2.17. Employee benefits

(a) Personnel vacations

The Company recognizes the expense for personnel vacations on an accrual basis.

(b) Share-based compensation

The compensation plans implemented based on the value of the shares of the Company are recognized in the consolidated financial statements in accordance with IFRS 2: Share-based payments, for cash settled awards the fair value, updated as of the closing date of each reporting period or exercise, is recorded as a liability with charge to remuneration.

(c) Post-employment and other long-term benefits

Provisions are made for these obligations by applying the method of the projected unit credit method, and considering estimates of future permanence, mortality rates and future wage increases determined on the basis of actuarial calculations. The discount rates are determined by reference to market interest-rate curves. Actuarial gains or losses are shown in other comprehensive income.

(d) Incentives

The Company has an annual incentives plan for its personnel for compliance with objectives and individual contribution to the results. The incentives eventually granted consist of a given number or portion of monthly remuneration and the provision is made on the basis of the amount estimated for distribution.

(e) Termination benefits

The group recognizes termination benefits at the earlier of the following dates: (a) when the group terminates the employee relationship; and (b) when the entity recognizes costs for a restructuring that is within the scope of IAS 37 and involves the payment of terminations benefits.

2.18. Provisions

Provisions are recognized when:

- (i) The Company has a present legal or constructive obligation as a result of a past event;
- (ii) It is probable that payment is going to be required to settle an obligation; and
- (iii) A reliable estimate of the obligation amount can be made.

2.19. Revenue from contracts with customers

(a) Transportation of passengers and cargo

The Company recognizes the sale for the transportation service as a deferred income liability, which is recognized as income when the transportation service has been provided or expired. In the case of air transport services sold by the Company and that will be made by other airlines, the liability is reduced when they are remitted to said airlines. The Company periodically reviews whether it is necessary to make an adjustment to deferred income liabilities, mainly related to returns, changes, among others.

Compensations granted to clients for changes in the levels of services or billing of additional services such as additional baggage, change of seat, among others, are considered modifications of the initial contract, therefore, they are deferred until the corresponding service is provided.

(b) Expiration of air tickets

The Company estimates on a monthly basis the probability of expiration of air tickets, with refund clauses, based on their history of use. Air tickets without a refund clause expire on the date of the flight in case the passenger does not show up.

(c) Costs associated with the contract

The costs related to the sale of air tickets are capitalized and deferred until the moment of providing the corresponding service. These assets are included under the heading "Other current non-financial assets" in the Consolidated Classified Statement of Financial Position.

(d) Frequent passenger program

The Company maintains the following loyalty programs: LATAMPASS's and LATAMPASS's Brazil, whose objective is building customer loyalty through the delivery of miles or points.

These programs give their frequent passengers the possibility of earning LATAMPASS's miles or points, which grant the right to a selection of both air and non-air awards. Additionally, the Company sells the LATAMPASS miles or points to financial and non-financial partners through commercial alliances to award miles or points to their customers.

To reflect the miles and points earned, the loyalty program mainly includes two types of transactions that are considered revenue arrangements with multiple performance obligations: (1) Passenger Ticket Sales Earning miles or points (2) miles or points sold to financial and non-financial partner (*).

(*) The current contract with the financial partner in Chile will end on December 31, 2025, and the Company is evaluating alternatives that, in the best interest of the company, contribute to further improve the LATAMPASS Program and its partners.

(1) Passenger Ticket Sales Earning Miles or Points.

In this case, the miles or points are awarded to customers at the time that the company performs the flight.

To value the miles or points earned with travel, we consider the quantitative value a passenger receives by redeeming miles for a ticket rather than paying cash, which is referred to as Equivalent Ticket Value ("ETV"). Our estimate of ETV is adjusted for miles and points that are not likely to be redeemed ("breakage").

The balance of miles and points that are pending to redeem are included within deferred revenue.

(2) Miles sold to financial and non-financial partners

To value the miles or points earned through financial and non-financial partners, the performance obligations with the client are estimated separately. To calculate these performance obligations, different components that add value in the commercial contract must be considered, such as marketing, advertising and other benefits, and finally the value of the points awarded to customers based on our ETV. The value of each of these components is finally allocated in proportion to their relative prices. The performance obligations associated with the valuation of the points or miles earned become part of the Deferred Revenue, and the remaining performance obligations are recorded as revenue when the miles or points are delivered to the client.



When the miles and points are exchanged for products and services other than the services provided by the Company, the income is recognized immediately; when the exchange is made for air tickets of any airline of LATAM Airlines Group S.A. and Subsidiaries, the income is deferred until the air transport service is provided.

The miles and points that the Company estimates will not be exchanged are recognized in the results based on the consumption pattern of the miles or points effectively exchanged by customers. The Company uses statistical models to estimate the probability of exchange, which is based on historical patterns and projections.

2.20. Leases

The Company recognizes contracts that meet the definition of a lease as a right of use asset and a lease liability on the date when the underlying asset is available for use.

Right of use assets are measured at cost including the following:

- The amount of the initial measurement of the lease liability;
- Lease payment made at or before commencement date;
- Initial direct costs, and
- Restoration costs.

The right of use assets are recognized in the statement of financial position in Property, plant and equipment.

Lease liabilities include the net present value of the following payments:

- Fixed payments including in substance fixed payment.
- Variable lease payments that depend on an index or a rate;
- The exercise price of a purchase option, if it is reasonably certain that the option will be exercised.

The discount rate that LATAM Airlines Group S.A. uses is the interest rate implicit in the lease, if that rate can be readily determined. This is the rate of interest that causes the present value of (a) lease payments and (b) the unguaranteed residual value to equal the sum of (i) the fair value of the underlying asset and (ii) any initial direct costs of the lessor.

LATAM Airlines Group S.A. uses its incremental borrowing rate if the interest rate implicit in the lease cannot be readily determined.

Lease liabilities are recognized in the statement of financial position under “Other financial liabilities, current or non-current”.

Interest accrued on financial liabilities is recognized in the consolidated statement of income in "Financial costs".

Principal and interest are present in the consolidated cash flow as "Payments of lease liability" and "Interest paid", respectively, within financing cash flows.

Payments associated with short-term leases without purchase options and leases of low-value assets are recognized on a straight-line basis in profit or loss at the time of accrual. Those payments are presented within operating cash flows.

The Company analyzes the financing agreements of aircraft, mainly considering characteristics such as:

(a) That the Company initially acquired the aircraft or took an important part in the process of direct acquisition with the manufacturers.

(b) Due to the contractual conditions, it is virtually certain that the Company will execute the purchase option of the aircraft at the end of the lease term.

Since these financing agreements are “substantially purchases” and not leases, the related liability is considered as a financial debt classified under IFRS 9 and continues to be presented within the “Other financial liabilities” described in Note 18. On the other hand, the aircraft are presented in Property, Plant and Equipment, as described in Note 16, as “own aircraft”.

The Group qualifies as sale and lease transactions, operations that lead to a sale according to IFRS 15. More specifically, a sale is considered as such if there is no option to purchase the goods at the end of the lease term.

If the sale by the seller-lessee is classified as a sale in accordance with IFRS 15, the underlying asset is derecognized, and a right-of-use asset equal to the portion retained proportionally of the amount of the asset is recognized.

If the sale by the seller-lessee is not classified as a sale in accordance with IFRS 15, the transferred assets are kept in the financial statements and a financial liability equal to the sale price is recognized (received from the buyer-lessor).

2.21. Non-current assets or disposal groups classified as held for sale

Non-current assets (or disposal groups) classified as assets held for sale are shown at the lesser of their book value and the fair value less costs to sell.

2.22. Maintenance

The costs incurred for scheduled heavy maintenance of the aircraft’s fuselage and engines are capitalized and depreciated until the next maintenance. The depreciation rate is determined on technical grounds, according to the use of the aircraft expressed in terms of cycles and flight hours.

In case of aircraft include in property, plant and equipment, these maintenance cost are capitalized as Property, plant and equipment, while in the case of aircraft on right of use, a liability is accrued based on the use of the main components is recognized, since a contractual obligation with the lessor to return the aircraft on agreed terms of maintenance levels exists. These are recognized as Cost of sales.

Additionally, some contracts that comply with the definition of lease establish the obligation of the lessee to make deposits to the lessor as a guarantee of compliance with maintenance and return conditions. These deposits, often called maintenance reserves, accumulate until a major maintenance is performed; and once done, recovery is requested to the lessor. At the end of the contract period, there is comparison between the reserves that have been paid and required return conditions, and compensation between the parties are made if applicable.

The unscheduled maintenance of aircraft and engines, as well as minor maintenance, are charged to results as incurred.

2.23. Environmental costs

Disbursements related to environmental protection are charged to results when incurred or accrue.

NOTE 3 - FINANCIAL RISK MANAGEMENT

3.1. Financial risk factors

The Company is exposed to different financial risks: (a) market risk, (b) credit risk, and (c) liquidity risk. The risk management of the Company aims to minimize the adverse effects of financial risks affecting the company.

(a) Market risk

Due to the nature of its operations, the Company has exposure to market factors such as: (i) fuel-price risk, (ii) exchange -rate risk (FX), and (iii) interest -rate risk.

The Company has developed manuals and procedures to manage the market risk, which goal is to identify, quantify, monitor and mitigate the adverse effects of changes in market factors mentioned above.

For the foregoing, Management monitors the evolution of fuel price levels, exchange rates and interest rates, quantifies their exposures and their risk, and develops and executes hedging strategies.

(i) Fuel-price risk

Exposure:

For the execution of its operations, the Company purchases a fuel called Jet Fuel grade 54 USGC, which is subject to the fluctuations of international fuel prices.

Mitigation:

To hedge the fuel-price risk exposure, the Company operates with derivative instruments (swaps and options) whose underlying assets may be different from Jet Fuel, such as West Texas Intermediate (“WTI”) crude, Brent (“BRENT”) crude and distillate Heating Oil (“HO”), which may have a high correlation with Jet Fuel and greater liquidity.

Fuel Hedging Results:

During the period ended December 31, 2024, the Company recognized losses of US\$(18.1) million for fuel hedging net of premiums in the costs of sales for the year. During the period ended December 31, 2023, the Company recognized gains of US\$15.7 million for fuel hedging net of premiums in the costs of sales for the year.

As of December 31, 2024, the market value of the fuel positions amounted to US\$7.7 million (positive). At the end of December 2023, this market value was US\$22.1 million (positive).

The following tables show the level of hedge for different periods:

Positions as of December 31, 2024 (*)	Maturities				
	Q125	Q225	Q325	Q425	Total
Percentage of coverage over the expected volume of consumption	51%	47%	34%	30%	41%

Positions as of December 31, 2023 (*)	Maturities				
	Q124	Q224	Q324	Q424	Total
Percentage of coverage over the expected volume of consumption	35%	32%	30%	22%	30%

(*) The percentage shown in the table considers all the hedging instruments (swaps and options).

Sensitivity analysis

A drop in fuel price positively affects the Company through a reduction in costs. However, also negatively affects contracted positions as these are acquired to protect the Company against the risk of a rise in price. Therefore, the policy is to maintain a hedge-free percentage in order to be competitive in the event of a drop in price.

The current hedge positions are booked as cash flow hedge contracts, so a variation in the fuel price has an impact on the Company’s net equity.

The following table shows the sensitivity of financial instruments according to reasonable changes in the price of fuel and their effect on equity.

The calculations were made considering a parallel movement of US\$5 per barrel in the underlying reference price curve at the end of December 2024 and the end of December 2023. The projection period was defined until the end of the last fuel hedging contract in force, being the last business day of the second half of 2025.

Benchmark price (US\$ per barrel)	Positions as of December 31, 2024 effect on Equity (MUS\$)	Positions as of December 31, 2023 effect on Equity (MUS\$)
+5	+15.7	+10.8
-5	-12.8	-10.7

Given the fuel hedging structure as of the fourth quarter of 2024, which considers a portion free of hedges, a vertical drop of 5 dollars in the JET reference price (considered as the monthly daily average), would have meant an impact of approximately US\$156.7 million lower fuel cost. For the same period, a vertical rise of 5 dollars in the JET reference price (considered as the monthly daily average), would have meant an approximate impact of US\$138.1 million in higher fuel costs.

(ii) Foreign exchange rate risk:

Exposure:

The functional currency of the financial statements of the parent company is the US dollar, so that the risk of the Transactional and Conversion exchange rate arises mainly from the Company's business, strategic and accounting operating activities that are expressed in a monetary unit other than the functional currency.

The subsidiaries of LATAM are also exposed to foreign exchange risk whose impact affects the Company's Consolidated Income.

The largest operational exposure to LATAM's exchange risk comes from the concentration of businesses in Brazil, which are mostly denominated in Brazilian real (R\$), and are actively managed by the Company.

At a lower concentration, the Company is also exposed to the fluctuation of other currencies, such as: Euro, Pound sterling, Australian dollar, Colombian peso, Chilean peso, Argentine peso, Paraguayan guarani, Mexican peso, Peruvian Sol and New Zealand dollar.

Mitigation:

The Company mitigates currency risk exposures by contracting hedging or non-hedging derivative instruments or through natural hedges or execution of internal operations.

Exchange Rate Hedging Results (FX):

As of December 31, 2024, the Company recognized gains of US\$10.0 million for FX hedging derivatives net of premiums reflected in exchange rate. At the end of December of 2023, the Company recognized losses for US\$10.1 million for FX hedging derivatives in exchange rate.

As of December 31, 2024, the market value of hedging FX derivative positions is US\$3.1 million (positive). As of December 31, 2023, the market value of the hedging FX derivative positions was US\$1.5 million (negative). As of December 31, 2024, the Company has current hedging FX derivatives for US\$165 million. . As of December 31, 2023, the Company held hedging FX derivatives of US\$404 million.

Sensitivity analysis:

A depreciation of the R\$/US\$ exchange rate, negatively affects the Company's operating cash flows, however, also positively affects the value of the positions of derivatives contracted.

The following table shows the sensitivity of current hedging FX derivative instruments according to reasonable changes in the exchange rate and its effect on equity.

Appreciation (depreciation) of R\$/US\$	Effect on equity as of December 31, 2024 (MUS\$)	Effect on equity as of December 31, 2023 (MUS\$)
-10%	-3.6	-10.0
+10%	+1.0	+19.0

Impact of Exchange rate variation in the Consolidated Income Statements (Foreign exchange gains/losses).

In the case of TAM S.A., whose functional currency is the Brazilian real, a large part of its assets and liabilities is expressed in US dollars. Therefore, when converting financial assets and liabilities, from US dollar to Brazilian reais, they have an impact on the result of TAM S.A., which is consolidated in the Company's Income Statement.

In order to reduce the impact on the Company's result caused by appreciations or depreciations of R\$/US\$, the Company carries out internal operations to reduce the net exposure in US\$ for TAM S.A.

The following table shows the impact of the Exchange Rate variation on the Consolidated Income Statement when the R\$/US\$ exchange rate appreciates or depreciates by 10%:

Appreciation (depreciation) of R\$/US\$	Effect on Income Statement for the year ended December 31, 2024 (MUSS)	Effect on Income Statement for the year ended December 31, 2023 (MUSS)
-10%	-54.7	+6.6
+10%	+54.7	-6.6

Impact of the exchange rate variation in the Equity, from translating the subsidiaries financial statements into US Dollars (Cumulative Translate Adjustment).

Since the functional currency of TAM S.A. and Subsidiaries is the Brazilian real, the Company presents the effects of the exchange rate fluctuations in Other comprehensive income (Cumulative Translation Adjustment) by converting the Statement of financial position and Income statement of TAM S.A. and Subsidiaries from their functional currency to the U.S. dollar, which is the presentation currency of the consolidated financial statement of LATAM Airlines Group S.A. and Subsidiaries.

The following table shows the impact on the Cumulative Translation Adjustment included in Other comprehensive income recognized in Total equity in the case of an appreciation or depreciation of 10% in the exchange rate R\$/US\$:

Appreciation (depreciation) of R\$/US\$	Effect at December 31, 2024 MUSS	Effect at December 31, 2023 MUSS
-10%	+318.51	+327.01
+10%	-260.60	-267.56

(iii) Interest -rate risk:

Exposure:

The Company has exposure to fluctuations in interest rates affecting the future cash flows of the assets, and current and future financial liabilities.

The Company is mainly exposed to the Secured Overnight Financing Rate (“SOFR”) and other less relevant interest rates such as Brazilian Interbank Certificates of Deposit (“CDF”) .

Of the company's financial debt subject to variable rates, all of the contracts maintain exposure to the SOFR reference rate.

Mitigation:

Currently, 76% (50% as of December 31, 2023) of the debt is fixed against fluctuations in interest rates. The variable debt is indexed to the reference rate based on SOFR.

Likewise, most of the company's liquidity is denominated in US dollars and indexed to a return rate similar and with a similar fluctuation to the SOFR rate, which helps reduce exposure.

Rate Hedging Results:

During the period ended December 31, 2024, the Company did not recognize any losses for premiums paid. At the end of December of 2023, losses of US\$1.8 million were recognized corresponding to the recognition in profit for premiums paid.

As of December 31, 2024, the value of the interest rate derivative positions corresponding to operating leases to fix the income of future plane arrivals amounted to US\$4.68 million (negative), at the end of December 2023 the Company did not have interest rate derivatives outstanding.

As of December 31, 2024, the Company recognized an increase in the right-of-use asset due to the expiration of derivatives associated with some aircraft leases amounted to US\$ 0.1 million (negative). As of December 31, 2023, the Company recognized a decrease in the right-of-use asset due to the expiration of derivatives for US\$14.9 million associated with the aircraft lease. On this same date, a lower depreciation expense of the right-of-use asset for US\$1.9 million (positive) was recognized. At the end of December of 2023, the Company recognized US\$1.1 (positive) million for this same concept.

As of December 31, 2024, the Company settled derivatives associated with hedges of leased aircraft for US\$0.1 million (negative)

Sensitivity analysis:

The following table shows the sensitivity of changes in financial obligations that are not hedged against interest-rate variations. These changes are considered reasonably possible, based on current market conditions each date.

Increase (decrease) of future curve SOFR rate	Positions as of December 31, 2024 effect on Income (Loss) before taxes (MUSS)	Positions as of December 31, 2023 effect on Income (Loss) before tax (MUSS)
+100 basis points	-9.28	-20.27
-100 basis points	+9.28	+20.27

A large part of the derivatives of current rates are recorded as cash flow hedge contracts, therefore, a variation in interest rates has an impact on the market value of the derivatives, whose changes affect the equity of the entity.

Increase (decrease) interest rate curve	Positions as of December 31, 2024 effect on equity (MUSS)	Positions as of December 31, 2023 effect on equity (MUSS)
+100 basis points	+5.9	—
-100 basis points	-6.3	—

The calculations were made by vertically increasing (decreasing) 100 basis points of the interest rate curve, both scenarios being reasonably possible according to historical market conditions.

The sensitivity calculation hypothesis must assume that the forward curves of interest rates will not necessarily reflect the real value of the compensation of the flows. In addition, the interest rate structure is dynamic over time.

During the period ended December 31, 2024, the Company did not record any losses for ineffectiveness in the consolidated income statement for this type of coverage.

(b) Credit risk

Credit risk occurs when the counterparty does not comply with its obligations to the Company under a specific contract or financial instrument, resulting in a loss in the market value of a financial instrument (only financial assets, not liabilities). The customer portfolio as of December 31, 2024 has experienced an decrease by 4% compared to the balance as of December 31, 2023, mainly due to an decrease in passenger transportation



operations (travel agencies and corporate) that decrease by 2% in its sales, mainly affecting the payment methods credit card 2%, and cash sales 1%. In relation to the cargo business, it presented a increase in its operations of 14% compared to December 2023. There was special consideration for the Expected Credit Loss calculation for the clients with balance at the year end that management considered risky. The Expected Credit Loss at the end of December 2024 had a decrease 14% compared to the end of December 2023, as a result of the decrease in the portfolio due to collection, and due to the application of write-offs.

The Company is exposed to credit risk due to its operational activities and its financial activities, including deposits with banks and financial institutions, investments in other types of instruments, exchange rate transactions and derivatives contracts.

To reduce the credit risk related to operational activities, the company has implemented credit limits to limit the exposure of its debtors, which are permanently monitored for the LATAM network, when deemed necessary, agencies have been blocked for cargo and passenger businesses.

(i) Financial activities

Cash surpluses that remain after the financing of assets necessary for the operation are invested according to credit limits approved by the Company’s Board, mainly in time deposits with different financial institutions, private investment funds and short-term mutual funds. These investments are booked as Cash and cash equivalents and other current financial assets.

In order to reduce counterparty risk and to ensure that the risk assumed is known and managed by the Company, investments are diversified among different banking institutions (both local and international). The Company evaluates the credit standing of each counterparty and the levels of investment, based on (i) its credit rating, and (ii) investment limits according to the Company’s level of liquidity. According to these two parameters, the Company chooses the most restrictive parameter of the previous two and based on this, establishes limits for operations with each counterparty.

The Company has no guarantees to mitigate this exposure.

(ii) Operational activities

The Company has four large sales “clusters”: travel agencies, cargo agents, airlines and credit-card administrators. The first three are governed by International Air Transport Association (“IATA”), international organization comprising most of the airlines that represent over 90% of scheduled commercial traffic and one of its main objectives is to regulate the financial transactions between airlines and travel agents and cargo. When an agency or airline does not pay their debt, it is excluded from operating with IATA’s member airlines. In the case of credit-card administrators, they are fully guaranteed by 100% by the issuing institutions.

Under certain of the Company’s credit card processing agreements, the financial institutions have the right to require that the Company maintain a reserve equal to a portion of advance ticket sales that have been processed by that financial institution, but for which the Company has not yet provided the air transportation. Additionally, the financial institutions have the ability to require additional collateral reserves or withhold payments related to receivables to be collected if increased risk is perceived related to liquidity covenants in these agreements or negative balances occur.

The exposure consists of the term granted, which fluctuates between 1 and 45 days.

One of the tools the Company uses for reducing credit risk is to participate in global entities related to the industry, such as IATA, Billing Settlement Plan (“BSP”), Cargo Account Settlement Systems (“CASS”), IATA Clearing House (“ICH”) and banks (credit cards). These institutions fulfill the role of collectors and distributors between airlines and travel and cargo agencies. In the case of the Clearing House, it acts as an offsetting entity between airlines for the services provided between them. A reduction in term and implementation of guarantees has been achieved through these entities.

The sales invoicing of TAM Linhas Aéreas S.A. related with cargo agents for domestic transportation in Brazil is done directly by TAM Linhas Aereas S.A.

Credit quality of financial assets

The external credit evaluation system used by the Company is provided by IATA. Internal systems are also used for particular evaluations or specific markets based on trade reports available on the local market. The

internal classification system is complementary to the external one, i.e. for agencies or airlines not members of IATA, the internal demands are greater.

To reduce the credit risk associated with operational activities, the Company has established credit limits to mitigate the exposure of their debtors which are monitored permanently . The bad-debt rate in the principal countries where the Company has a presence is insignificant.

(c) Liquidity risk

Liquidity risk represents the risk that the Company does not have sufficient funds to pay its obligations.

Due to the cyclical nature of its business, the operation and investment needs, along with the need for financing, the Company requires liquid funds, defined as Cash and cash equivalents plus other short-term financial assets, to meet its payment obligations.

The balance of liquid funds, future cash generation and the ability to obtain financing, provide the Company with alternatives to meet future investment and financing commitments.

As of December 31, 2024, the balance of liquid funds is US\$1,958 million ((US\$1,715 million as of December 31, 2023), which are invested in short-term instruments through financial entities with a high credit rating classification.

As of December 31, 2024, LATAM maintains three Revolving Credit Facility for a total of US\$1,850 million, one for an amount of US\$800 million, another for an amount of US\$750 million and the last one for US\$300 million. The first two are fully available whilst the third has US\$25 million undrawn and available. With this, the sum of the three committed credit lines amounts to a total of US\$1,575 million. The first of these lines is secured by and subject to the availability of certain collateral (i.e. aircraft, engines and spare parts). The second one, is secured by certain intangibles assets of the Company, which are shared with both international bonds. The third is collateralized by spare engines. (See Note 31)

Class of liability for the analysis of liquidity risk ordered by date of maturity as of December 31, 2024
Debtor: LATAM Airlines Group S.A. Tax No. 89.862.200-2 Chile.

Tax No.	Creditor	Creditor country	Currency	Up to 90 days	More than 90 days to one year	More than one to three years	More than three to five years	More than five years	Total	Nominal value	Amortization	Annual	
				ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$				Effective rate	Nominal rate
												%	%
Obligations with the public													
97.036.000-K	SANTANDER	Chile	UF	—	2,970	5,889	5,889	167,830	182,578	147,217	To the expiration	2.00	2.00
0-E	WILMINGTON TRUST COMPANY	U.S.A.	US\$	—	203,875	407,750	1,107,750	1,455,125	3,174,500	2,100,000	To the expiration	10.69	9.71
97.036.000-K	SANTANDER	Chile	US\$	—	—	—	—	6	6	3	To the expiration	1.00	1.00
Guaranteed obligations													
0-E	BNP PARIBAS	U.S.A.	US\$	5,996	17,263	45,343	43,928	104,940	217,470	159,624	Quarterly	6.03	6.03
0-E	WILMINGTON TRUST COMPANY	U.S.A.	US\$										
				5,770	17,015	43,945	41,683	33,697	142,110	115,727	Quarterly/Monthly	7.73	7.73
0-E	BOCOMM	Ireland	US\$	2,724	8,158	20,911	19,790	110,277	161,860	100,000	Quarterly	6.42	6.42
Other guaranteed obligation													
0-E	EXIM BANK	U.S.A.	US\$	5,447	16,392	43,700	38,590	14	104,143	99,109	Quarterly	2.29	2.05
0-E	CREDIT AGRICOLE	France	US\$	4,097	13,097	35,021	292,571	—	344,786	275,012	To the expiration	6.63	6.63
Financial lease													
0-E	NATIXIS	France	US\$	10,319	29,916	77,088	112,238	24,493	254,054	191,383	Quarterly	6.73	6.73
0-E	US BANK	U.S.A.	US\$	11,210	6,710	—	—	—	17,920	17,492	Quarterly	4.88	3.40
0-E	EXIM BANK	U.S.A.	US\$	36,227	82,640	180,932	108,316	36,702	444,817	413,072	Quarterly	4.00	3.17
0-E	BANK OF UTAH	U.S.A.	US\$	5,981	18,001	51,307	60,431	86,947	222,667	161,870	Monthly	10.71	10.71
TOTAL				87,771	416,037	911,886	1,831,186	2,020,031	5,266,911	3,780,509			

Class of liability for the analysis of liquidity risk ordered by date of maturity as of December 31, 2024
Debtor: TAM S.A. Tax No. 02.012.862/0001-60, Brazil.

Tax No.	Creditor	Creditor country	Currency	Up to 90 days	More than 90 days to one year	More than one to three years	More than three to five years	More than five years	Total	Nominal value	Amortization	Annual	
				ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$				Effective rate	Nominal rate
												%	%
Financial leases													
0-E	NATIXIS	France	US\$	510	1,530	4,080	7,846	—	13,966	13,966	Quarterly	—	—
TOTAL				510	1,530	4,080	7,846	—	13,966	13,966			



Class of liability for the analysis of liquidity risk ordered by date of maturity as of December 31, 2024
Debtor: LATAM Airlines Group S.A. Tax No. 89.862.200-2, Chile.

Tax No.	Creditor	Creditor country	Currency	Up to 90 days	More than 90 days to one year	More than one to three years	More than three to five years	More than five years	Total	Nominal value	Amortization	Annual	
												Effective rate	Nominal rate
				ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$		%	%
Lease Liability													
	AIRCRAFT	OTHERS	US\$	144,076	507,305	1,171,362	958,537	1,718,984	4,500,264	3,174,757	—	—	—
	OTHER ASSETS	OTHERS	US\$	3,717	11,276	31,723	27,462	90,051	164,229	88,854	—	—	—
			CLP	1,535	4,604	11,441	10,263	29,935	57,778	36,151	—	—	—
			UF	1,264	3,757	9,241	6,523	3,631	24,416	21,425	—	—	—
			COP	344	1,016	1,784	56	—	3,200	2,829	—	—	—
			EUR	31	92	58	8	—	189	183	—	—	—
			BRL	3,072	8,322	18,727	12,425	18,256	60,802	38,082	—	—	—
			MXN	87	217	11	—	—	315	299	—	—	—
Trade and other accounts payables													
-	OTHERS	OTHERS	US\$	1,291,259	6,478	—	—	—	1,297,737	709,933	—	—	—
			CLP	65,753	193	—	—	—	65,946	64,317	—	—	—
			BRL	224,513	6,621	—	—	—	231,134	409,474	—	—	—
			Other currency	172,749	4,534	—	—	—	177,283	118,189	—	—	—
Accounts payable to related parties currents													
Foreign	Qatar Airways	Qatar	US\$	—	3,576	—	—	—	3,576	3,576	—	—	—
Foreign	Delta Air Lines, Inc.	USA	US\$	—	9,299	—	—	—	9,299	9,299	—	—	—
Total				1,908,400	567,290	1,244,347	1,015,274	1,860,857	6,596,168	4,677,368			
Total consolidated				1,996,681	984,857	2,160,313	2,854,306	3,880,888	11,877,045	8,471,843			

Class of liability for the analysis of liquidity risk ordered by date of maturity as of December 31, 2023
Debtor: LATAM Airlines Group S.A. Tax No. 89.862.200-2 Chile.

Tax No.	Creditor	Creditor country	Currency	Up to 90 days	More than 90 days to one year	More than one to three years	More than three to five years	More than five years	Total	Nominal value	Amortization	Annual	
												Effective rate	Nominal rate
				ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$		%	%
Bank loans													
97.023.000-9	GOLDMAN SACHS	U.S.A.	US\$	44,721	127,878	302,953	1,192,355	—	1,667,907	1,089,000	Quarterly	20.31	15.04
Obligations with the public													
97.030.000-7	SANTANDER	Chile	UF	—	3,230	6,409	6,409	182,647	198,695	160,214	At Expiration	2.00	2.00
0-E	WILMINGTON TRUST COMPANY	U.S.A.	US\$	—	153,813	307,625	697,438	793,625	1,952,501	1,150,000	At Expiration	15.00	13.38
97.036.000-K	SANTANDER	Chile	US\$	—	—	—	—	6	6	3	At Expiration	1.00	1.00
Guaranteed obligations													
0-E	BNP PARIBAS	U.S.A.	US\$	5,940	17,082	41,319	40,578	120,730	225,649	171,704	Quarterly	6.98	6.98
0-E	WILMINGTON TRUST COMPANY	U.S.A.	US\$	5,948	16,928	42,098	40,736	54,056	159,766	132,585	Quarterly / Monthly	8.76	8.76
Other guaranteed obligation													
0-E	EXIM BANK	U.S.A.	US\$	452	1,348	43,531	43,494	16,665	105,490	99,109	Quarterly	2.29	2.05
0-E	MUFG	U.S.A.	US\$	12,919	37,926	16,649	—	—	67,494	64,102	Quarterly	7.11	7.11
0-E	CREDIT AGRICOLE	France	US\$	6,451	33,576	75,714	243,842	—	359,583	266,768	At Expiration	9.43	9.43
Financial lease													
0-E	NATIXIS	France	US\$	10,653	30,443	73,474	70,443	94,995	280,008	215,357	Quarterly	7.58	7.58
0-E	US BANK	U.S.A.	US\$	17,984	50,411	17,681	—	—	86,076	84,177	Quarterly	4.41	3.16
0-E	EXIM BANK	U.S.A.	US\$	3,262	9,389	216,015	148,582	75,118	452,366	413,072	Quarterly	4.13	3.31
0-E	BANK OF UTAH	U.S.A.	US\$	5,891	17,705	47,590	54,357	117,597	243,140	172,582	Monthly	10.71	10.71
Others loans													
0-E	OTHERS (*)	Chile	US\$	104	—	—	—	—	104	104	At Expiration	—	—
TOTAL				114,325	499,729	1,191,058	2,538,234	1,455,439	5,798,785	4,018,777			

(•) Obligation with creditors for executed letters of credit.

Class of liability for the analysis of liquidity risk ordered by date of maturity as of December 31, 2023
Debtor: TAM S.A. Tax No. 02.012.862/0001-60, Brazil.

Tax No.	Creditor	Creditor country	Currency	Up to 90 days	More than 90 days to one year	More than one to three years	More than three to five years	More than five years	Total	Nominal value	Amortization	Annual	
												Effective rate	Nominal rate
				ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$		%	%
Financial Leases													
0-E	NATIXIS	France	US\$	510	1,530	4,080	9,886	—	16,006	16,006	Semiannual /Quarterly	—	—
TOTAL				510	1,530	4,080	9,886	—	16,006	16,006			

Class of liability for the analysis of liquidity risk ordered by date of maturity as of December 31, 2023
Debtor: LATAM Airlines Group S.A. Tax No. 89.862.200-2, Chile.

Tax No.	Creditor	Creditor country	Currency	Up to 90 days	More than 90 days to one year	More than one to three years	More than three to five years	More than five years	Total	Nominal value	Amortization	Annual	
												Effective rate	Nominal rate
				ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$		%	%
Lease Liability													
	AIRCRAFT	OTHERS	US\$	139,599	419,554	1,116,682	928,238	1,685,262	4,289,335	2,894,195	—	—	—
	OTHER ASSETS	OTHERS	US\$	2,523	7,276	14,863	846	1,404	26,912	25,680	—	—	—
			CLP	19	57	94	—	—	170	135	—	—	—
			UF	557	1,255	2,906	2,426	5,099	12,243	11,097	—	—	—
			COP	122	308	266	148	—	844	667	—	—	—
			EUR	63	101	172	23	—	359	296	—	—	—
			BRL	2,314	6,871	15,177	14,438	25,742	64,542	35,841	—	—	—
			MXN	24	71	8	—	—	103	84	—	—	—
Trade and other accounts payables													
	OTHERS	OTHERS	US\$	846,541	7,063	—	—	—	853,604	709,933	—	—	—
			CLP	44,593	8,072	—	—	—	52,665	64,317	—	—	—
			BRL	309,999	7,671	—	—	—	317,670	409,474	—	—	—
			Other currency	178,740	5,522	—	—	—	184,262	118,189	—	—	—
Accounts payable to related parties currents													
Foreign	Qatar Airways	Qatar	US\$	—	2,312	—	—	—	2,312	2,312	—	—	—
Foreign	Delta Air Lines, Inc.	USA	US\$	—	5,132	—	—	—	5,132	5,132	—	—	—
Total				1,525,094	471,265	1,150,168	946,119	1,717,507	5,810,153	4,277,352			
Total consolidated				1,639,929	972,524	2,345,306	3,494,239	3,172,946	11,624,944	8,312,135			



The Company has fuel, interest rate and exchange rate hedging strategies involving derivatives contracts with different financial institutions.

As of December 31, 2024, the Company maintains guarantees for US\$0.5 million corresponding to derivative transactions. The decrease is due to: i) Lower collateral transfers to bank counterparties at the time of contract closing and ii) changes in fuel prices, exchange rates and interest rates. At the end of 2023, the Company had guarantees for US\$12.8 million corresponding to derivative transactions.

3.2. Capital risk management

The objectives of the Company, in relation to capital management are: (i) to meet the minimum equity requirements and (ii) to maintain an optimal capital structure.

The Company monitors contractual obligations and regulatory requirements in the different countries where the group's companies are domiciled to ensure faithful compliance with the minimum equity requirement, the most restrictive limit of which is to maintain positive liquid equity.

Additionally, the Company periodically monitors the short and long term cash flow projections to ensure that it has sufficient cash generation alternatives to meet future investment and financing commitments.

The Company's international credit rating is the result of its ability to meet its long-term financial commitments. As of December 31, 2024, The Company has a national scale rating of BBB+ with positive outlook by Fitch and a rating of BBB with positive outlook by Feller. On an international scale, it has a rating of BB- with a positive outlook by Standard & Poor's, a rating of Ba2 with a stable outlook by Moody's and a rating of BB- with a positive outlook by Fitch.

3.3. Estimates of fair value.

At December 31, 2024, the Company maintained financial instruments that should be recorded at fair value. These are grouped into two categories:

1. Derivative financial instruments:

This category includes the following instruments:

- Fuel derivative contracts,
- Currency derivative contracts,
- Interest rate derivative contracts.

2. Financial Investments:

This category includes the following instruments:

- Investments in short-term Mutual Funds (cash equivalent).

The Company has classified the fair value measurement using a hierarchy that reflects the level of information used in the assessment. This hierarchy consists of 3 levels (I) fair value based on quoted prices in active markets for identical assets or liabilities, (II) fair value calculated through valuation methods based on inputs other than quoted prices included within level 1 that are observable for the asset or liability, either directly (that is, as prices) or indirectly (that is, derived from prices) and (III) fair value based on inputs for the asset or liability that are not based on observable market data.

The fair value of financial instruments traded in active markets, such as investments acquired for trading, is based on quoted market prices at the close of the period using the current price of the buyer. The fair value of financial assets not traded in active markets (derivative contracts) is determined using valuation techniques that maximize use of available market information. Valuation techniques generally used by the Company are quoted market prices of similar instruments and / or estimating the present value of future cash flows using forward price curves of the market at period end.

The following table shows the classification of financial instruments at fair value, depending on the level of information used in the assessment:

	As of December 31, 2024				As of December 31, 2023			
	Fair value measurements using values considered as				Fair value measurements using values considered as			
	Fair value	Level I	Level II	Level III	Fair value	Level I	Level II	Level III
	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$
Assets								
Cash and cash equivalents	77,313	77,313	—	—	89,706	89,706	—	—
Short-term mutual funds	77,313	77,313	—	—	89,706	89,706	—	—
Other financial assets, current	15,565	—	15,565	—	22,136	—	22,136	—
Fair value interest rate derivatives	4,676	—	4,676	—	-	—	-	—
Fair value of fuel derivatives	7,747	—	7,747	—	22,136	—	22,136	—
Fair value of foreign currency derivative	3,142	—	3,142	—	—	—	—	—
Liabilities								
Other financial liabilities, current	—	—	—	—	1,544	—	1,544	—
Fair value of foreign currency derivatives	—	—	—	—	1,544	—	1,544	—

Additionally, at December 31, 2024, the Company has financial instruments which are not recorded at fair value. In order to meet the disclosure requirements of fair values, the Company has valued these instruments as shown in the table below:

	As of December 31, 2024		As of December 31, 2023	
	Book value	Fair value	Book value	Fair value
	ThUS\$	ThUS\$	ThUS\$	ThUS\$
Cash and cash equivalents	1,880,475	1,880,475	1,625,055	1,625,055
Cash on hand	1,885	1,885	2,019	2,019
Bank balance	664,173	664,173	552,187	552,187
Overnight	103,761	103,761	75,236	75,236
Time deposits	1,110,656	1,110,656	995,613	995,613
Other financial assets, current	51,730	51,730	152,683	152,683
Other financial assets	51,730	51,730	152,683	152,683
Trade debtors, other accounts receivable and Current accounts receivable	1,163,707	1,163,707	1,385,910	1,385,910
Accounts receivable from entities related, current	25	25	28	28
Other financial assets, non-current	53,772	53,772	34,485	34,485
Accounts receivable, non-current	12,342	12,342	12,949	12,949
Other current financial liabilities	635,213	837,181	594,519	867,791
Accounts payable for trade and other accounts payable, current	2,133,572	2,133,572	1,765,279	1,765,279
Accounts payable to entities related, current	12,875	12,875	7,444	7,444
Other financial liabilities, non current	6,515,238	6,361,620	6,341,669	6,174,294
Accounts payable, non current	491,762	491,762	418,587	418,587

The book values of accounts receivable and payable are assumed to approximate their fair values, due to their short-term nature. In the case of cash on hand, bank balances, overnight, time deposits and accounts payable, non-current, fair value approximates their carrying values.

The fair value of other financial liabilities is estimated by discounting the future contractual cash flows at the current market interest rate for similar financial instruments (Level II). In the case of Other financial assets, the valuation was performed according to market prices at period end. The book value of Other financial liabilities, current or non-current, do not include lease liabilities.

NOTE 4 - ACCOUNTING ESTIMATES AND JUDGMENTS

The Company has used estimates to value and record some of the assets, liabilities, revenue, expenses and commitments. Basically, these estimates refer to:

(a) Impairment of Intangible asset with indefinite useful life

Management conducts an impairment test annually or more frequently if events or changes in circumstances indicate potential impairment. An impairment loss is recognized for the amount by which the carrying amount of the cash generating unit (CGU) exceeds its recoverable amount.

Management’s value-in-use calculations included significant judgments and assumptions relating to revenue growth rates, exchange rates, discount rates, inflation rates, fuel price. The estimation of these assumptions requires significant judgment by management as these variables are inherently uncertain; however, the assumptions used are consistent with the Company’s forecasts approved by management. Therefore, management evaluates and updates the estimates as necessary in light of conditions that affect these variables. The main assumptions used as well as the corresponding sensitivity analyses are shown in Note 15.

(b) Depreciation expense and impairment of Properties, Plant and Equipment

The depreciation of assets is calculated based on a straight-line basis, except for certain technical components depreciated on cycles and hours flown. These useful lives are reviewed on an annual basis according to the Company’s future economic benefits associated with them.

Changes in circumstances such as: technological advances, business model, planned use of assets or capital strategy may result in a useful life different from what has been estimated. When it is determined that the useful life of property, plant, and equipment must be reduced, as may occur in line with changes in planned usage of assets, the difference between the net book value and estimated recoverable value is depreciated, in accordance with the revised remaining useful life.

The residual values are estimated according to the market value that the assets will have at the end of their life. The residual value and useful life of the assets are reviewed, and adjusted if necessary, once a year. When the value of an asset is greater than its estimated recoverable amount, its value is immediately reduced to its recoverable amount.

The Company has concluded that the Properties, Plant and Equipment cannot generate cash inflows to a large extent independent of other assets, therefore the impairment assessment is made as an integral part of the only Cash Generating Unit maintained by the Company, Air Transport. The Company checks when there are signs of impairment, whether the assets have suffered any impairment losses at the Cash Generated Unit level.

(c) Recoverability of deferred tax assets

Management records deferred taxes on the temporary differences that arise between the tax bases of assets and liabilities and their amounts in the financial statements. Deferred tax assets on tax losses are recognized to the extent that it is probable that future tax benefits will be available to offset temporary differences.

The Company applies significant judgment in evaluating the recoverability of deferred tax assets. In determining the amounts of the deferred tax asset to be accounted for, management considers tax planning strategies, historical profitability, projected future taxable income (considering assumptions such as: growth rate, exchange rate, discount rate and fuel price consistent with those used in the impairment analysis of the group’s cash-generating unit) and the expected timing of reversals of existing temporary differences.

(d) Air tickets sold that will not be finally used.

The Company records the sale of air tickets as deferred revenue. Ordinary revenue from the sale of tickets is recognized in the statement of income when the passenger transportation service is provided or expires due to non-use. The Company evaluates the probability of expiration of air tickets on a monthly basis, based on the history of use. A change in this probability could impact revenue in the year in which the change occurs and in future years.

As of December 31, 2024, deferred revenues associated with air tickets sold amount to ThUS\$2,012,661 (ThUS\$2,009,242 as of December 31, 2023). A hypothetical change of one percentage point in the probability of expiration of up to ThUS\$10,016 per month (ThUS\$10,150 as of December 31, 2023).

(e) Valuation of the miles and points awarded to the holders of the loyalty programs, pending use.

As of December 31, 2024, deferred revenue associated with the LATAM Pass loyalty program from Spanish-speaking countries increased to ThUS\$949,495 (ThUS\$1,099,580 as of December 31, 2023). An hypothetical change of one percentage point in the probability of redemption would translate into a cumulative impact of ThUS\$33,479 on the results of 2024 (ThUS\$31,510 as of December 31, 2023). Deferred revenue associated with the LATAM Pass Brazil loyalty program increased to ThUS\$203,058 as of December 31, 2024 (ThUS\$179,151 as of December 31, 2023). An hypothetical change of one percentage point in the exchange probability would result in an accumulated impact of ThUS\$5,537 on the results of 2023 (ThUS\$5,125 as of December 31, 2023).

The company, in conjunction with an external consultant, estimates the probability of non-use based on a predictive model, according to the redemption behaviors and validity of miles and points using significant judgments and critical assumptions which consider the historical use activity and the expected use pattern.



(f) Legal Contingencies

In the case of known contingencies, the Company records a provision when it has a present obligation, whether legal or constructive, as a result of a past event, it is probable that an outflow of resources will be required to settle the obligation and a reliable estimate of the obligation amount can be made. The assessment of contingencies inherently involves the exercise of significant judgment and estimates of the outcome of future events, the likelihood of loss being incurred and when determining whether a reliable estimate of the loss can be made. The Company assesses its liabilities and contingencies based upon the best information available, uses the knowledge, experience and professional judgment to the specific characteristics of the known risks. This process facilitates the early assessment and quantification of potential risks in individual cases or in the development of contingent matters. If we are unable to reliably estimate the obligation or conclude no loss is probable but it is reasonably possible that a loss may be incurred, no provision is recorded but the contingency is disclosed in the notes to the consolidated financial statements.

Company recognized as the present obligation under an onerous contract as a provision when a contract under which the unavoidable costs of meeting the obligations under the contract exceed the economic benefits expected to be received under it.

(g) Leases

In year 2022, as a result of the arrival of new aircraft and the significant change in the flows of many current contracts, the Company evaluated the relevance in the current scenario of continuing to use the implicit rate, a methodology used in recent years, or whether it should in instead use a different approximation for calculating the rate. It was concluded that the implicit rate was not being able to reflect the economic environment in which the company operates, therefore it was not accurately representing the Company's indebtedness conditions. Because of this, all new contracts entered into from 2022 and all contracts that were modified from 2022 used the incremental rate. Existing contracts that remained unchanged continued using the original implicit discount rate.

(i) Discount rate

To determine the present value of lease payments, the Company uses the implicit rate in the contracts when it is easily determinable. Otherwise, it uses the lessee's estimated incremental borrowing rate, which is derived from the information available at the lease commencement date. We consider our recent debt issuances as well as publicly available data for instruments with similar characteristics when calculating our incremental borrowing rates. A one percentage point decrease in our estimate of the rates used in determining the current lease liabilities for the registered fleet as of December 31, 2024, would increase the lease liability by approximately US\$119 million (US\$111 million as of December 31, 2023).

(ii) Lease term

In determining the lease term, all facts and circumstances that create an economic incentive to exercise an extension option are considered. Extension options (or periods after termination options) are only included in the lease term if it is reasonably certain that the lease will be extended (or not terminated). This is reviewed if a significant event or significant change in circumstances occurs that affects this assessment and is within the lessee's control.

These estimates are made based on the best information available on the events analyzed.

In any case, it is possible that events that may take place in the future make it necessary to modify them in future periods, which would be done prospectively.

NOTE 5 - SEGMENT INFORMATION

As of December 31, 2024, the Company considers that it has a single operating segment, Air Transport. This segment corresponds to the route network for air transport and is based on the way in which the business is managed, according to the centralized nature of its operations, the ability to open and close routes, as well as reassignment (airplanes, crew, personnel, etc.) within the network, which implies a functional interrelation between all of them, making them inseparable. This segment definition is one of the most common in the worldwide airline industry.

The Company’s revenues by geographic area are as follows:

	For the year ended	
	December 31,	
	2024	2023
	ThUS\$	ThUS\$
Peru	1,127,532	988,908
Argentina	239,369	244,413
U.S.A.	1,324,008	1,044,822
Europe	957,042	800,897
Colombia	669,206	662,263
Brazil	5,512,471	5,006,377
Ecuador	364,960	332,801
Chile	1,927,847	1,898,150
Asia Pacific and rest of Latin America	710,608	661,910
Income from ordinary activities	12,833,043	11,640,541
Other operating income	200,669	148,641

The Company allocates revenues by geographic area based on the point of sale of the passenger ticket or cargo. Assets are composed primarily of aircraft and aeronautical equipment, which are used throughout the different countries, so it is not possible to assign a geographic area.

The Company has no customers that individually represent more than 10% of sales.



NOTE 6 - CASH AND CASH EQUIVALENTS

	As of December 31, 2024	As of December 31, 2023
	ThUS\$	ThUS\$
Cash on hand	1,885	2,019
Bank balances (1)	664,173	552,187
Overnight	103,761	75,236
Total Cash	769,819	629,442
Cash equivalents		
Time deposits	1,110,656	995,613
Mutual funds	77,313	89,706
Total cash equivalents	1,187,969	1,085,319
Total cash and cash equivalents	1,957,788	1,714,761

(1) As of December 31, 2024, within the item bank balances are ThUS\$590,463 related to banks accounts that pay interest to the Company for the daily or monthly balances (ThUS\$391,966 as of December 31, 2023)

Cash and cash equivalents are denominated in the following currencies:

Currency	As of December 31, 2024	As of December 31, 2023
	ThUS\$	ThUS\$
Argentine peso	4,228	3,438
Brazilian real	347,041	520,796
Chilean peso	17,943	47,933
Colombian peso	19,042	36,326
Euro	15,721	25,329
US Dollar	1,508,548	1,020,467
Pound Sterling	2,069	5,073
Mexican peso	4,222	8,159
R.P. Chinese Yuan	21,585	20,801
Other currencies	17,389	26,439
Total	1,957,788	1,714,761

NOTE 7 - FINANCIAL INSTRUMENTS

Financial instruments by category

As of December 31, 2024

Assets	Measured at amortized cost	At fair value with changes in results	Hedge derivatives	Total
	ThUS\$	ThUS\$	ThUS\$	ThUS\$
Cash and cash equivalents	1,880,475	77,313	—	1,957,788
Other financial assets, current	51,730	—	15,565	67,295
Trade and others accounts receivable, current	1,163,707	—	—	1,163,707
Accounts receivable from related entities, current	25	—	—	25
Other financial assets, non current	53,772	—	—	53,772
Accounts receivable, non current	12,342	—	—	12,342
Total	3,162,051	77,313	15,565	3,254,929

Liabilities	Measured at amortized cost	Hedge derivatives	Total
	ThUS\$	ThUS\$	ThUS\$
Other financial liabilities, current	635,213	—	635,213
Trade and others accounts payable, current	2,133,572	—	2,133,572
Accounts payable to related entities, current	12,875	—	12,875
Other financial liabilities, non-current	6,515,238	—	6,515,238
Accounts payable, non-current	491,762	—	491,762
Total	9,788,660	—	9,788,660

As of December 31, 2023

Assets	Measured at amortized cost	At fair value with changes in results	Hedge derivatives	Total
	ThUS\$	ThUS\$	ThUS\$	ThUS\$
Cash and cash equivalents	1,625,055	89,706	—	1,714,761
Other financial assets, current	152,683	—	22,136	174,819
Trade and others accounts receivable, current	1,385,910	—	—	1,385,910
Accounts receivable from related entities, current	28	—	—	28
Other financial assets, non current	34,485	—	—	34,485
Accounts receivable, non current	12,949	—	—	12,949
Total	3,211,110	89,706	22,136	3,322,952



Liabilities	Measured at	Hedge derivatives	Total
	amortized cost		
	ThUS\$	ThUS\$	ThUS\$
Other financial liabilities, current	594,519	1,544	596,063
Trade and others accounts payable, current	1,765,279	—	1,765,279
Accounts payable to related entities, current	7,444	—	7,444
Other financial liabilities, non-current	6,341,669	—	6,341,669
Accounts payable, non-current	418,587	—	418,587
Total	9,127,498	1,544	9,129,042

NOTE 8 - TRADE AND OTHER ACCOUNTS RECEIVABLE CURRENT, AND NON-CURRENT ACCOUNTS RECEIVABLE

	As of December 31, 2024	As of December 31, 2023
	ThUS\$	ThUS\$
Trade accounts receivable	1,132,923	1,185,792
Other accounts receivable	99,063	277,845
Total trade and other accounts receivable	1,231,986	1,463,637
Less: Expected credit loss	(55,937)	(64,778)
Total net trade and accounts receivable	1,176,049	1,398,859
Less: non-current portion – accounts receivable	(12,342)	(12,949)
Trade and other accounts receivable, current	1,163,707	1,385,910

The fair value of trade and other accounts receivable does not differ significantly from the book value.

To determine the expected credit losses, the Company groups accounts receivable for passenger and cargo transportation depending on the characteristics of shared credit risk and maturity.

Portfolio maturity	As of December 31, 2024			As of December 31, 2023		
	Expected loss rate (1)	Gross book value (2)	Impairment loss Provision	Expected loss rate (1)	Gross book value (2)	Impairment loss Provision
	%	ThUS\$	ThUS\$	%	ThUS\$	ThUS\$
Up to date	1%	961,546	(12,550)	1%	1,022,845	(12,672)
From 1 to 90 days	1%	122,350	(1,438)	3%	102,977	(2,989)
From 91 to 180 days	15%	6,510	(978)	25%	8,350	(2,048)
From 181 to 360 days	67%	4,960	(3,325)	44%	7,868	(3,491)
Over 360 days	100%	37,557	(37,646)	100%	43,752	(43,578)
Total		1,132,923	(55,937)		1,185,792	(64,778)

(1) Corresponds to the consolidated expected rate of accounts receivable.

(2) The gross book value represents the maximum credit risk value of trade accounts receivables.

Currency balances composition of Trade and other accounts receivable and non-current accounts receivable are as follow:

Currency	As of December 31, 2024	As of December 31, 2023
	ThUS\$	ThUS\$
Argentine Peso	8,968	13,827
Brazilian Real	722,208	825,749
Chilean Peso	71,628	75,050
Colombian Peso	16,032	12,720
Euro	96,438	90,699
US Dollar	224,169	344,347
Australian Dollar	5,457	5,097
Japanese Yen	4,998	4,695
Pound Sterling	8,488	3,390
Peruvian Sol	699	7,640
Korean Won	309	5,882
Other Currencies	16,655	9,763
Total	1,176,049	1,398,859

Movements of the expected credit losses of Trade accounts receivables are as follows:

Periods	Opening balance	Write-offs	(Increase) Decrease	Closing balance
	ThUS\$	ThUS\$	ThUS\$	ThUS\$
From January 1 to December 31, 2023	(67,232)	7,122	(4,668)	(64,778)
From January 1 to December 31, 2024	(64,778)	4,578	4,263	(55,937)

Once pre-judicial and judicial collection efforts are exhausted, the assets are written off against the allowance. The Company only uses the allowance method rather than direct write-off, to ensure control.

The historical and current renegotiations are not significant, and the policy is to analyze case by case to classify them according to the existence of risk, determining they need to be reclassified to pre-judicial collection accounts.

The maximum credit-risk exposure at the date of presentation of the information is the fair value of each one of the categories of accounts receivable indicated above.

	As of December 31, 2024			As of December 31, 2023		
	Gross exposure according to balance	Gross impaired exposure	Exposure net of risk concentrations	Gross exposure according to balance	Gross Impaired exposure	Exposure net of risk concentrations
	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$
Trade accounts receivable	1,132,923	(55,937)	1,076,986	1,185,792	(64,778)	1,121,014
Other accounts receivable	99,063	—	99,063	277,845	—	277,845

There are no relevant guarantees covering credit risk and these are valued when they are settled; no materially significant direct guarantees exist. Existing guarantees, if appropriate, are made through IATA.



NOTE 9 - ACCOUNTS RECEIVABLE FROM/PAYABLE TO RELATED ENTITIES

(a) Accounts Receivable

Tax No.	Related party	Relationship	Country of origin	Currency	As of	As of
					December 31, 2024	December 31, 2023
					ThUS\$	ThUS\$
76.335.600-0	Parque de Chile S.A.	Related director	Chile	CLP	2	2
96.810.370-9	Inversiones Costa Verde S.A.	Related director	Chile	CLP	21	25
76.115.378-1	Costa Verde Portafolio S.A.	Related director	Chile	CLP	2	—
81.062.300-4	Costa Verde Aeronautica S.A.	Shareholder	Chile	CLP	—	—
Foreign	Inversora Aeronáutica Argentina S.A.	Related director	Argentina	ARS	—	1
	Total current assets				25	28

(b) Accounts payable

Tax No.	Related party	Relationship	Country of origin	Currency	Current liabilities	
					As of	As of
					December 31, 2024	December 31, 2023
					ThUS\$	ThUS\$
Foreign	Qatar Airways	Indirect shareholder	Qatar	US\$	3,576	2,312
Foreign	Delta Air Lines, Inc.	Shareholder	U.S.A.	US\$	9,299	5,132
	Total current liabilities				12,875	7,444

Transactions between related parties have been carried out on arm’s length conditions between interested and duly-informed parties. The transaction terms for the liabilities of the period 2024 correspond from 30 days to 1 year of maturity, and the nature of the settlement of transactions are monetary.

NOTE 10 - INVENTORIES

The composition of Inventories is as follows:

	As of December 31, 2024	As of December 31, 2023
	ThUS\$	ThUS\$
Technical stock (*)	390,259	540,342
Non-technical stock (**)	48,271	52,538
Total	438,530	592,880

(*) Correspond to spare parts and materials that will be used in both own and third-party maintenance services.

(**) Consumption of on-board services, uniforms and other indirect materials

These are valued at their average acquisition cost net of their obsolescence provision according to the following detail:

	As of December 31, 2024	As of December 31, 2023
	ThUS\$	ThUS\$
Provision for obsolescence Technical stock	76,167	45,621
Provision for obsolescence Non-technical stock	8,700	5,228
Total	84,867	50,849

The resulting amounts do not exceed the respective net realization values.

As of December 31, 2024, the Company registered ThUS\$281,792 (ThUS\$296,423 for the year ended December 31, 2023), the income statements, mainly related to on-board consumption and maintenance, which is part of the Cost of sales.



NOTE 11 - OTHER FINANCIAL ASSETS

(a) The composition of other financial assets is as follows:

	Current Assets		Non-current assets		Total Assets	
	As of December 31, 2024	As of December 31, 2023	As of December 31, 2024	As of December 31, 2023	As of December 31, 2024	As of December 31, 2023
	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$
(1) Other financial assets						
Deposits in guarantee (aircraft)	23,057	31,624	32,214	9,736	55,271	41,360
Guarantees for margins of derivatives	466	12,829	—	—	466	12,829
Other investments	—	—	493	494	493	494
Other guarantees given	28,207	108,230	21,065	24,255	49,272	132,485
Subtotal of other financial assets	51,730	152,683	53,772	34,485	105,502	187,168
(2) Hedging derivative asset						
Fair value of interest rate derivatives	4,676	—	—	—	4,676	—
Fair value of foreign currency derivatives	3,142	—	—	—	3,142	—
Fair value of fuel price derivatives	7,747	22,136	—	—	7,747	22,136
Subtotal of derivative assets	15,565	22,136	—	—	15,565	22,136
Total Other Financial Assets	67,295	174,819	53,772	34,485	121,067	209,304

The different derivative hedging contracts maintained by the Company are described in Note 18.

(b) The balances composition by currencies of the Other financial assets are as follows:

Type of currency	As of December 31, 2024	As of December 31, 2023
	ThUS\$	ThUS\$
Brazilian real	13,323	18,767
Chilean peso	3,006	6,440
Colombian peso	1,216	1,461
Euro	4,646	7,974
U.S.A dollar	96,359	171,852
Other currencies	2,517	2,810
Total	121,067	209,304

NOTE 12 - OTHER NON-FINANCIAL ASSETS

The composition of other non-financial assets is as follows:

	Current assets		Non-current assets		Total Assets	
	As of December 31, 2024	As of December 31, 2023	As of December 31, 2024	As of December 31, 2023	As of December 31, 2024	As of December 31, 2023
	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$
(a) Advance payments						
Aircraft insurance and other	31,465	25,992	—	—	31,465	25,992
Others	7,097	3,740	24,156	5,740	31,253	9,480
Subtotal advance payments	38,562	29,732	24,156	5,740	62,718	35,472
(b) Contract assets (1)						
GDS costs	23,078	22,738	—	—	23,078	22,738
Credit card commissions	33,590	37,200	—	—	33,590	37,200
Travel agencies commissions	8,898	12,421	—	—	8,898	12,421
Subtotal advance payments	65,566	72,359	—	—	65,566	72,359
(c) Other assets						
Sales tax	98,142	81,785	6,900	13,753	105,042	95,538
Other taxes	226	1,130	—	—	226	1,130
Contributions to the International Aeronautical Telecommunications Society ("SITA")	628	258	271	739	899	997
Contributions to Aeronautical Service Companies	—	—	60	60	60	60
Judicial deposits	537	—	58,029	148,329	58,566	148,329
Subtotal other assets	99,533	83,173	65,260	162,881	164,793	246,054
Total Other Non - Financial Assets	203,661	185,264	89,416	168,621	293,077	353,885

(1) Movement of Contracts assets:

	Initial balance	Activation	Cumulative translation adjustment	Amortization	Final balance
	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$
From January 1 to December 31, 2023	48,566	242,717	2,033	(220,957)	72,359
From January 1 to December 31, 2024	72,359	233,572	(6,177)	(234,188)	65,566

NOTE 13 - NON-CURRENT ASSETS AND DISPOSAL GROUP CLASSIFIED AS HELD FOR SALE

Non-current assets and disposal group classified as held for sale at December 31, 2024 and December 31, 2023, are detailed below:

	As of December 31, 2024	As of December 31, 2023
	ThUS\$	ThUS\$
Current assets		
Aircraft	29,063	100,658
Engines and rotables	75	2,012
Total	29,138	102,670

The balances are presented at the lower of book value and fair value less cost to sell. The fair value of these assets was determined based on quoted prices in active markets for similar assets or liabilities. This is a level II measurement as per the fair value hierarchy set out in Note 3.3 (2). There were no transfers between levels for recurring fair value measurements during the exercise.

Assets reclassified from Property, plant and equipment to Non-current assets or groups of assets for disposal classified as held for sale.

During 2020, 11 Boeing 767 aircraft were transferred from the Property, plant and equipment, to Non-current assets item or groups of assets for disposal classified as held for sale. During 2021, the sale of 5 aircraft was completed. During the year 2022 the sale of 3 aircraft was finalized and during the year 2023 the sale of 1 aircraft was finalized.

During 2021, associated with the fleet restructuring plan, 3 engines of the Airbus A350 fleet were transferred from the Property, plant and equipment to Non-current assets or groups of assets for disposal classified as held for sale, of which during the same year the sale of 1 engine was finalized. Additionally, during the year 2022, the sale of 1 engine was finalized and some materials and spare parts of this same fleet were transferred to Non-current assets or groups of assets for disposal classified as held for sale. During the year 2023, the sale of 1 engine, some spare parts, and materials was finalized.

During 2022, 28 Airbus A319 family aircraft were transferred from Property, plant and equipment to Non-current assets or asset groups for disposal classified as held for sale. Additionally, adjustments for US\$345 million of expenses were recognized within results as part of Other gains (losses) to record these assets at their net realizable value. During 2023, the engines associated with these aircraft were added, generating additional adjustments of US\$39 million, which were recorded in the result as part of Other gains (losses), in order to register these assets at their net realizable value. During the year 2024 the sale of 26 aircraft was finalized.

During 2022, 6 aircraft and 8 engines of the Airbus A320 family were transferred from Property, plant and equipment to Non-current assets or asset groups for disposal classified as held for sale, and as of December 31, 2022, the sale of 3 aircrafts were finalized and as of December 31, 2023, the sale of 2 aircraft and 8 engines were finalized. As of December 31, 2024, the sale of 1 aircraft is finalized. During 2022, adjustments for US\$25 million of expenses were recognized to record these assets at their net realizable value, and since the fleet restructuring process had already been completed, these adjustments were recorded in results as part of Other expenses by function.

During the year 2023, 6 Airbus A320 aircraft were transferred from the Property, Plant, and Equipment category to the Non-current Assets or Asset Groups held for sale category. Additionally, during the year 2023, adjustments of US\$9 million in expenses were recognized to record these assets at their net realizable value. These adjustments were recorded in the results as part of Other expenses by function. During the year 2024, the sale of 6 aircraft was finalized.

During 2023, 1 Boeing 767 family aircraft was transferred from Property, plant and equipment to Non-current assets or asset groups for disposal classified as held for sale. Additionally, adjustments for US\$3 million of expenses were recognized within results as part of Other expenses by function to record these assets at their net realizable value. As of December 31, 2024, the sale of 1 Boeing 767 family aircraft is finalized.

The detail of the fleet classified as non-current assets and disposal group classified as held for sale is as follows:

Aircraft	Model	As of December 31, 2024	As of December 31, 2023
Boeing 767	300F	2	3
Airbus A320 (*)	200	—	7
Airbus A319 (*)	100	2	28
Total		4	38

(*) As of December 31, 2024, 6 Airbus A320 aircraft and 26 Airbus A319 aircraft were sold and incorporated into the property, plant and equipment as a result of a sale and lease contract (see Note 16).

NOTE 14 - INVESTMENTS IN SUBSIDIARIES

(a) Investments in subsidiaries

The Company has investments in companies recognized as investments in subsidiaries. All the companies defined as subsidiaries have been consolidated within the financial statements of LATAM Airlines Group S.A. and Subsidiaries. The consolidation also includes special-purpose entities.

Detail of significant subsidiaries:

Name of significant subsidiary	Country of incorporation	Functional currency	Ownership	
			As of December 31, 2024	As of December 31, 2023
			%	%
Latam Airlines Perú S.A.	Peru	US\$	99.81000	99.81000
Lan Cargo S.A.	Chile	US\$	99.89810	99.89810
Línea Aérea Carguera de Colombia S.A.	Colombia	US\$	90.46000	90.46000
Transporte Aéreo S.A.	Chile	US\$	100.00000	100.00000
Latam Airlines Ecuador S.A.	Ecuador	US\$	100.00000	100.00000
Aerovías de Integración Regional S.A.	Colombia	COP	99.23168	99.23168
TAM Linhas aéreas S.A.	Brazil	BRL	100.00000	100.00000
ABSA Aerolimhas Brasileiras S.A.	Brazil	US\$	100.00000	100.00000
Transportes Aéreos del Mercosur S.A.	Paraguay	PYG	94.98000	94.98000

The consolidated subsidiaries do not have significant restrictions for transferring funds to the parent company.

Summary financial information of significant subsidiaries

Name of significant subsidiary	Statement of financial position as of December 31, 2024						Statement of Income for the year ended December 31, 2024	
	Total Assets	Current Assets	Non-current Assets	Total Liabilities	Current Liabilities	Non-current Liabilities	Revenue	Net Income/(loss)
	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$
Latam Airlines Perú S.A.	437,768	401,748	36,020	366,089	342,838	23,251	1,723,518	22,861
Lan Cargo S.A.	490,550	169,684	320,866	263,747	184,144	79,603	413,100	27,238
Línea Aérea Carguera de Colombia S.A.	208,805	83,783	125,022	95,915	95,684	231	255,867	6,011
Transporte Aéreo S.A.	238,354	15,080	223,274	121,609	92,234	29,375	84,885	(10,064)
Latam Airlines Ecuador S.A.	187,139	181,666	5,473	175,309	159,210	16,099	324,601	(9,358)
Aerovías de Integración Regional S.A.	207,096	198,118	8,978	198,165	193,842	4,323	546,752	(59,836)
TAM Linhas Aéreas S.A.	3,633,801	2,209,393	1,424,408	2,221,024	1,594,689	626,335	6,083,071	657,709
ABSA Aerolinhas Brasileiras S.A.	515,562	510,341	5,221	556,527	537,601	18,926	178,502	(2,163)
Transportes Aéreos del Mercosur S.A.	50,132	47,469	2,663	28,225	26,314	1,911	57,120	6,395

Name of significant subsidiary	Statement of financial position as of December 31, 2023						Statement of Income for the year ended December 31, 2023	
	Total Assets	Current Assets	Non-current Assets	Total Liabilities	Current Liabilities	Non-current Liabilities	Revenue	Net Income/(loss)
	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$
Latam Airlines Perú S.A.	334,481	312,628	21,853	285,645	281,208	4,437	1,404,061	(4,666)
Lan Cargo S.A.	391,430	122,877	268,553	189,019	157,003	32,016	403,051	22,677
Línea Aérea Carguera de Colombia S.A.	166,520	57,240	109,280	59,640	59,344	296	222,397	(5,331)
Transporte Aéreo S.A.	280,117	37,436	242,681	151,066	117,121	33,945	387,515	24,871
Latam Airlines Ecuador S.A.	152,676	149,155	3,521	131,488	120,917	10,571	260,426	1,242
Aerovías de Integración Regional S.A.	191,878	186,612	5,266	185,799	182,923	2,876	516,410	(12,724)
TAM Linhas Aéreas S.A.	4,119,149	2,417,115	1,702,034	3,024,805	2,061,406	963,399	5,587,692	736,209
ABSA Aerolinhas Brasileiras S.A.	500,177	490,548	9,629	538,982	510,978	28,004	162,580	28
Transportes Aéreos del Mercosur S.A.	49,713	46,976	2,737	26,772	24,833	1,939	50,990	6,060

(b) Non-controlling interests

Equity	Tax No.	Country of origin	As of December 31, 2024	As of December 31, 2023	As of December 31, 2024	As of December 31, 2023
			%	%	ThUS\$	ThUS\$
Latam Airlines Perú S.A.	Foreign	Peru	0.19000	0.19000	136	93
Aerovías de Integración Regional S.A.	Foreign	Colombia	0.77400	0.77400	(5,517)	(5,049)
Línea Aérea Carguera de Colombia S.A.	Foreign	Colombia	9.54000	9.54000	(7,848)	(8,421)
Transportes Aéreos del Mercosur S.A.	Foreign	Paraguay	5.02000	5.02000	1,100	1,152
Lan Cargo S.A. and Subsidiaries	93.383.000-4	Chile	0.10196	0.10196	191	198
Total					(11,938)	(12,027)

Incomes	Tax No.	Country of origin	For the year ended December 31,		For the year ended December 31,	
			2024	2023	2024	2023
			%	%	ThUS\$	ThUS\$
Latam Airlines Perú S.A	Foreign	Peru	0.19000	0.19000	43	(9)
Aerovías de Integración Regional S.A.	Foreign	Colombia	0.77400	0.77400	(463)	(101)
Línea Aérea Carguera de Colombia S.A.	Foreign	Colombia	9.54000	9.54000	573	(500)
Transportes Aéreos del Mercosur S.A.	Foreign	Paraguay	5.02000	5.02000	321	304
Lan Cargo S.A. and Subsidiaries	93.383.000-4	Chile	0.10196	0.10196	(1)	25
Total					473	(281)



NOTE 15 - INTANGIBLE ASSETS OTHER THAN GOODWILL

The details of intangible assets are as follows:

	Classes of intangible assets (net)		Classes of intangible assets (gross)	
	As of December 31, 2024	As of December 31, 2023	As of December 31, 2024	As of December 31, 2023
	ThUS\$	ThUS\$	ThUS\$	ThUS\$
Airport slots	535,531	658,949	535,531	658,949
Loyalty program	171,717	219,636	171,717	219,636
Computer software	171,144	156,337	661,731	597,164
Developing software	119,376	117,010	119,376	117,010
Other assets	2,402	54	3,717	1,369
Total	<u>1,000,170</u>	<u>1,151,986</u>	<u>1,492,072</u>	<u>1,594,128</u>

a) Movement in Intangible assets other than goodwill:

	Computer software and others Net	Developing software	Airport slots	Loyalty program	Total
	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$
Opening balance as January 1, 2023	143,575	107,652	625,368	203,791	1,080,386
Additions	298	78,846	—	—	79,144
Transfer software and others	69,210	(69,928)	—	—	(718)
Foreign exchange	2,612	440	33,581	15,845	52,478
Amortization	(59,304)	—	—	—	(59,304)
Closing balance as of December 31, 2023	<u>156,391</u>	<u>117,010</u>	<u>658,949</u>	<u>219,636</u>	<u>1,151,986</u>
Opening balance as of January 1, 2024	156,391	117,010	658,949	219,636	1,151,986
Additions	221	101,379	22,666	—	124,266
Withdrawals	(2)	(393)	—	—	(395)
Transfer software and others	96,098	(95,971)	—	—	127
Foreign exchange	(6,607)	(2,649)	(146,084)	(47,919)	(203,259)
Amortization	(72,555)	—	—	—	(72,555)
Closing balance as of December 31, 2024	<u>173,546</u>	<u>119,376</u>	<u>535,531</u>	<u>171,717</u>	<u>1,000,170</u>

The amortization of each period is recognized in the consolidated income statement within administrative expenses.

The cumulative amortization of computer software and others as of December 31, 2024 amounts to ThUS\$491,902 (ThUS\$442,142 as of December 31, 2023).

b) Impairment Test Intangible Assets with an indefinite useful life

As of December 31, 2024, the Company maintains only the CGU “Air Transport”.

The CGU “Air transport” considers the transport of passengers and cargo, both in the domestic markets of Chile, Peru, Argentina, Colombia, Ecuador and Brazil, as well as in a series of regional and international routes in America, Europe, Africa and Oceania.

As of December 31 2024, in accordance with the accounting policy, the Company performed the annual impairment test.

The recoverable amount of the CGU was determined based on calculations of the value in use. These calculations use projections of 5 years of cash flows after taxes from the financial budgets approved by management. Cash flows beyond the budgeted period are extrapolated using growth rates and estimated average volumes, which do not exceed long-term average growth rates.

Management’s cash flow projections included significant judgements and assumptions related to annual revenue growth rates, discount rate, inflation rates, the exchange rate and the price of fuel. The annual revenue growth rate is based on past performance and management’s expectations of market development in each of the countries in which it operates. The discount rates used for the CGU "Air transport" are determined in US dollars, after taxes, and reflect specific risks related to the relevant countries of each of the operations. Inflation rates and exchange rates are based on the data available from the countries and the information provided by the Central Banks of the various countries where it operates, and the price of fuel is determined based on estimated levels of production, the competitive environment of the market in which they operate and their commercial strategy.

The recoverable values were determined using the following assumptions:

		CGU Air transport
Annual growth rate (Terminal)	%	0,0 – 4,7
Exchange rate	R\$/US\$	5,4 – 5,7
Discount rate based on the Weighted Average Cost of Capital (WACC)	%	8,2 – 10,2
Fuel Price	US\$/barrel	100

The result of the impairment test, which includes a sensitivity analysis of its main variables, showed that the recoverable amount exceeded the book value of the cash-generating unit, and therefore no impairment was identified.

The CGU is sensitive to annual growth rates, discounts and exchange rates and fuel price. The sensitivity analysis included the individual impact of changes in critical estimates in determining recoverable amounts, namely:

	Increase WACC Maximum	Decrease rate Terminal growth Minimal	Increase fuel price Maximum US\$/barrel
	%	%	
Air Transportation CGU	10.2	0	100

In none of the above scenarios an impairment of the cash-generating unit was identified.



NOTE 16 - PROPERTY, PLANT AND EQUIPMENT

The composition by category of Property, plant and equipment is as follows:

	Gross Book Value		Accumulated depreciation		Net Book Value	
	As of December 31, 2024	As of December 31, 2023	As of December 31, 2024	As of December 31, 2023	As of December 31, 2024	As of December 31, 2023
	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$
a) Property, plant and equipment						
Construction in progress (1)	479,871	258,246	—	—	479,871	258,246
Land	39,818	44,244	—	—	39,818	44,244
Buildings	120,736	129,036	(60,313)	(61,478)	60,423	67,558
Plant and equipment	11,727,067	10,738,500	(5,085,126)	(4,508,356)	6,641,941	6,230,144
Own aircraft (3) (4)	10,678,834	9,856,365	(4,831,914)	(4,259,729)	5,846,920	5,596,636
Other (2)	1,048,233	882,135	(253,212)	(248,627)	795,021	633,508
Machinery	24,005	29,092	(22,927)	(27,716)	1,078	1,376
Information technology equipment	158,900	163,382	(139,607)	(146,040)	19,293	17,342
Fixed installations and accessories	174,859	186,179	(126,886)	(131,769)	47,973	54,410
Motor vehicles	48,320	49,560	(42,323)	(44,385)	5,997	5,175
Leasehold improvements	236,509	266,631	(61,760)	(53,201)	174,749	213,430
Subtotal Properties, plant and equipment	13,010,085	11,864,870	(5,538,942)	(4,972,945)	7,471,143	6,891,925
b) Right of use						
Aircraft (3)	5,810,997	5,388,147	(3,262,942)	(3,243,065)	2,548,055	2,145,082
Other assets	398,017	248,614	(230,518)	(194,491)	167,499	54,123
Subtotal Right of use	6,209,014	5,636,761	(3,493,460)	(3,437,556)	2,715,554	2,199,205
Total	19,219,099	17,501,631	(9,032,402)	(8,410,501)	10,186,697	9,091,130

- (1) As of December 31, 2024, includes advances paid to aircraft and engine manufacturers for ThUS\$452,765 (ThUS\$242,069 as of December 31, 2023).
- (2) Consider mainly rotables and tools.
- (3) As of December 31, 2024 , the additions of 9 aircraft, 3 Airbus A320 for ThUS\$34,760 and 6 Boeing B777 for ThUS\$296,198.
- (4) There were reclassified to Non-current assets or groups of assets for disposal as held for sale the following aircrafts: As of December 31, 2023, 1 Boeing B767 and 6 Airbus A320 (see Note 13).

(a) Movement in the different categories of Property, plant and equipment:

	Construction in progress	Land	Buildings net	Plant and equipment net	Information technology equipment net	Fixed installations & accessories net	Motor vehicles net	Leasehold improvements net	Property, Plant and equipment net
	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$
Opening balance as January 1, 2023	388,810	44,349	68,996	6,304,848	16,609	37,072	423	160,027	7,021,134
Additions	8,835	—	—	870,640	5,794	4,246	—	48,866	938,381
Disposals	—	—	—	(2,701)	(1)	—	(16)	—	(2,718)
Retirements	(83)	—	—	(87,652)	(12)	(2)	—	—	(87,749)
Depreciation expenses	—	—	(4,104)	(716,590)	(5,918)	(8,789)	(68)	(10,185)	(745,654)
Foreign exchange	726	1,445	1,505	23,845	536	1,276	12	11,497	40,842
Other increases (decreases) (*)	(140,042)	(1,550)	1,161	(156,046)	334	20,607	—	3,225	(272,311)
Changes, total	(130,564)	(105)	(1,438)	(68,504)	733	17,338	(72)	53,403	(129,209)
Closing balance as of December 31, 2023	258,246	44,244	67,558	6,236,344	17,342	54,410	351	213,430	6,891,925
Opening balance as of January 1, 2024	258,246	44,244	67,558	6,236,344	17,342	54,410	351	213,430	6,891,925
Additions	20,754	—	—	1,215,040	9,669	421	—	8,289	1,254,173
Disposals	—	—	—	(2,940)	(8)	—	(2)	—	(2,950)
Retirements	—	—	—	(56,148)	(91)	(89)	—	—	(56,328)
Depreciation expenses	—	—	(3,992)	(771,104)	(5,724)	(8,877)	(65)	(9,790)	(799,552)
Foreign exchange	(1,354)	(4,426)	(3,143)	(108,966)	(1,780)	(5,401)	—	(39,593)	(164,663)
Other increases (decreases) (*)	202,225	—	—	136,506	(115)	7,509	—	2,413	348,538
Changes, total	221,625	(4,426)	(7,135)	412,388	1,951	(6,437)	(67)	(38,681)	579,218
Closing balance as of December 31, 2024	479,871	39,818	60,423	6,648,732	19,293	47,973	284	174,749	7,471,143

(*) As of December 31, 2024 were no aircrafts reclassified. This Amount included the following aircrafts reclassified to Non-current assets or groups of assets for disposal as held for sale: As of December 31, 2023, 1 Boeing B767 ThUS\$(21,578) and 6 Airbus A320 Th US\$(36,326).

(b) Right of use assets:

	Aircraft	Others	Net right of use assets
	ThUS\$	ThUS\$	ThUS\$
Opening balance as January 1, 2023	1,326,821	63,706	1,390,527
Additions	1,013,314	2,988	1,016,302
Depreciation expense	(178,570)	(14,816)	(193,386)
Cumulative translate adjustment	56	3,351	3,407
Other increases (decreases)	(16,539)	(1,106)	(17,645)
Total changes	818,261	(9,583)	808,678
Closing balance as of December 31, 2023	2,145,082	54,123	2,199,205
Opening balance as of January 1, 2024	2,145,082	54,123	2,199,205
Additions (*)	601,723	50,838	652,561
Depreciation expense	(284,234)	(27,315)	(311,549)
Cumulative translate adjustment	48	(8,317)	(8,269)
Other increases (decreases)	85,436	98,170	183,606
Total changes	402,973	113,376	516,349
Closing balance as of December 31, 2024	2,548,055	167,499	2,715,554

(*) As of December 31, 2024, the additions of 6 Airbus A320 aircraft and 26 Airbus A319 aircraft as a result of a sale and lease contract are considered.

(c) Fleet composition

Aircraft	Model	Aircraft included in Property, plant and equipment				Aircraft included as Rights of use assets				Total fleet	
		As of December 31, 2024		As of December 31, 2023		As of December 31, 2024		As of December 31, 2023		As of December 31, 2024	
Boeing 767	300ER	9	(3)	11	(3)	—		—		9	11
Boeing 767	300F	18	(2) (3)	16	(2) (3)	1		1		19	17
Boeing 777	300ER	10	(4)	4		—	(4)	6		10	10
Boeing 787	8	4		4		6		6		10	10
Boeing 787	9	2		2		25		24		27	26
Airbus A319	100	11	(2)	11	(2)	27		1		38	12
Airbus A320	200	86	(2) (4)	83	(2)	49	(4)	46	(1)	135	129
Airbus A320	NEO	3		1		27		23		30	24
Airbus A321	200	19		19		30		30		49	49
Airbus A321	NEO	—		—		14		7		14	7
Airbus A330	200	—		—		2	(5)	—		2	—
Total		162		151		181		144		343	295

- (1) Include one aircraft with a short-term lease, which was excluded from the right of use.
(2) Some aircraft of these fleets were reclassified to non-current assets or groups of assets for disposal as held for sale, (see Note 13).
(3) Considers the conversions from Boeing 767-300ER (passenger) to Boeing 767-300F (freighter) Aircraft.
(4) 9 aircraft from these fleets (3 Airbus A320 and 6 Boeing B777) were transferred from right of use assets to properties, plants and equipment.
(5) As of December 31, 2024, 2 A330-200 aircraft are added to the fleet under an operating lease with WAMOS.

(d) Method used for the depreciation of Property, plant and equipment:

	Depreciation method	Useful life (years)	
		minimum	maximum
Buildings	Straight line without residual value	20	50
Plant and equipment	Straight line with residual value of 20% in the short-haul fleet and 36% in the long-haul fleet. (*)	5	30
Information technology equipment	Straight line without residual value	5	10
Fixed installations and accessories	Straight line without residual value	10	10
Motor vehicle	Straight line without residual value	10	10
Leasehold improvements	Straight line without residual value	5	8
Assets for rights of use	Straight line without residual value	1	25

(*) Except in the case of Boeing 767-300ER, Boeing 777-300ER, Airbus A320 Family and Boeing 767-300F fleets which consider a lower residual value, due to the extension of their useful life to 22, 23, 25 and 30 years respectively. Additionally, certain technical components are depreciated based on cycles and hours flown.

(e) Additional information regarding Property, plant and equipment:

(i) Property, plant and equipment pledged as guarantee:

Description of Property, plant and equipment pledged as guarantee:

Guarantee agent (1)	Creditor company	Committed Assets	Fleet	As of December 31, 2024		As of December 31, 2023	
				Existing Debt	Book Value	Existing Debt	Book Value
				ThUS\$	ThUS\$	ThUS\$	ThUS\$
Wilmington Trust Company	MUFG	Aircraft and engines	Airbus A319	—	—	2,703	12,326
			Airbus A320	—	—	17,441	151,873
			Boeing 767	—	—	20,427	143,281
Wilmington	Wilmington Trust Company	Aircraft and engines	Boeing 777	115,727	132,643	132,585	144,186
Credit Agricole	Credit Agricole	Aircraft and engines	Airbus A319	4,441	2,401	3,413	3,752
			Airbus A320	238,131	114,450	190,001	142,075
			Airbus A321	7,022	3,920	6,007	4,393
			Boeing 767	—	—	8,849	23,018
			Boeing 787	117,089	45,703	58,499	38,971
Bank Of Utah	BNP Paribas	Aircraft and engines	Boeing 787	159,624	196,134	171,704	208,601
Total direct guarantee				642,034	495,251	611,629	872,476

1. For syndicated loans, given their own characteristics, the guarantee agent is the representative of the creditors.

The amounts of the current debts are presented at their nominal value. The net book values correspond to the assets granted as collateral.

Additionally, there are indirect guarantees associated with assets booked within Property, Plant and Equipment whose total debt as of December 31, 2024, amounts to Th\$US\$897,783 (ThUS\$898,166 as of December 31,

2023). The book value of the assets with indirect guarantees as of December 31, 2024, amounts to ThUS\$1,734,431 (ThUS\$1,925,069 as of December 31, 2023).

As of December 31, 2024, the Company keeps valid letters of credit related to right of use assets according to the following detail:

Creditor Guarantee	Debtor	Type	Value ThUS\$	Release date
Celestial Aviation Services Limited	LATAM Airlines Group S.A.	Three letters of credit	7,686	Dec 6, 2025
Empreendimentos Imobiliarios LTDA	Tam Linhas Aéreas S.A.	One letter of credit	20,186	Apr 29, 2025
			<u>27,872</u>	

(ii) Commitments and others

Fully depreciated assets and commitments for future purchases are as follows:

	As of December 31, 2024 ThUS\$	As of December 31, 2023 ThUS\$
Gross book value of fully depreciated property, plant and equipment still in use	326,642	288,454
Commitments for the acquisition of aircraft (*)	20,400,000	15,700,000

(*) According to the manufacturer’s price list.

Aircraft purchase commitments:

Manufacturer	Year of delivery				
	2025	2026	2027	2028-2030	Total
Airbus S.A.S. A320neo Family	7	12	10	56	85
The Boeing Company Boeing 787-9	-	-	1	14	15
Total	<u>7</u>	<u>12</u>	<u>11</u>	<u>70</u>	<u>100</u>

As of December 31, 2024, as a result of the different aircraft purchase contracts signed with Airbus S.A.S., 85 Airbus of the A320 family aircraft with deliveries between 2025 and 2030, remain to be received. The approximate amount, according to manufacturer list prices, is ThUS\$13,900,000.

As of December 31, 2024, as a result of the different aircraft purchase contracts signed with The Boeing Company, 15 Boeing aircraft of the 787 with deliveries between 2027 and 2030, remain to be received. The approximate amount, according to manufacturer list prices, is ThUS\$6,500,000.

The delivery dates of some of these aircraft could be modified as a result of the continuous discussions that are held with suppliers in the context of the current manufacturers' supply chain.

Aircraft operational lease commitments:

As of December 31, 2024, as a result of the different aircraft operating lease contracts signed with AerCap Holdings N.V., 4 aircraft Boeing 787 Dreamliner aircraft with delivery date between 2025 and 2026, remain to be received.

As of December 31, 2024, as a result of the various aircraft operating lease contracts signed with China Aircraft Leasing Group Holdings Limited, 3 Airbus of the A320Neo family aircraft with a delivery date in 2025, remain to be received.

As of December 31, 2024, as a result of the various aircraft operating lease contracts signed with Air Lease Corporation, 5 Airbus model A321XLR aircraft with deliveries between 2026 and 2027, remain to be received.

As of December 31, 2024, as a result of the various aircraft operating lease contracts signed with BOC Aviation Limited, 1 Airbus of the A320Neo family aircraft with delivery date in 2025, remain to be received.

As of December 31, 2024, as a result of the various aircraft operating lease contracts signed with WAMOS Air S.A., 1 Airbus model A330 aircraft with delivery date in 2025, remain to be received.

As of December 31, 2024, as a result of the various aircraft operating lease contracts signed with Maverick Leasing (Ireland) DAC, 3 Airbus of the A320Neo family aircraft with delivery date in 2025, remain to be received.

As of December 31, 2024, as a result of the various aircraft operating lease contracts signed with Jackson Square Aviation Ireland Limited, 4 Airbus model A320 Neo family aircraft with delivery date in 2025, remain to be received.

(iii) Capitalized interest costs with respect to Property, plant and equipment.

		For the year ended December 31,	
		2024	2023
Average rate of capitalization of capitalized interest costs	%	10.77	10.66
Costs of capitalized interest	ThUS\$	27,506	10,136

NOTE 17 - CURRENT AND DEFERRED TAXES

In the period ended December 31, 2024, the income tax provision was calculated and recorded, applying the semi-integrated tax system and a rate of 27%, based on the provisions of the Law. No. 21,210, published in the Official Gazette of the Republic of Chile, dated February 24, 2020, which updates the Tax Legislation.

The net result for deferred tax corresponds to the variation of the period, of the assets and liabilities for deferred taxes generated by temporary differences and tax losses.

For the permanent differences that give rise to a book value of assets and liabilities other than their tax value, no deferred tax has been recorded since they are caused by transactions that are recorded in the financial statements and that will have no effect on income tax expense.

(a) Current taxes

(a.1) The composition of the current tax assets is the following:

	Current assets		Non-current assets		Total assets	
	As of December 31, 2024 ThUS\$	As of December 31, 2023 ThUS\$	As of December 31, 2024 ThUS\$	As of December 31, 2023 ThUS\$	As of December 31, 2024 ThUS\$	As of December 31, 2023 ThUS\$
Provisional monthly payments (advances)	14,616	18,982	—	—	14,616	18,982
Other recoverable credits	25,659	28,048	—	—	25,659	28,048
Total current tax assets	<u>40,275</u>	<u>47,030</u>	<u>—</u>	<u>—</u>	<u>40,275</u>	<u>47,030</u>



(a.2) The composition of the current tax liabilities are as follows:

	Current liabilities		Non-current liabilities		Total liabilities	
	As of December 31, 2024	As of December 31, 2023	As of December 31, 2024	As of December 31, 2023	As of December 31, 2024	As of December 31, 2023
	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$
Income tax provision	6,281	2,371	—	—	6,281	2,371
Total current tax liabilities	<u>6,281</u>	<u>2,371</u>	<u>—</u>	<u>—</u>	<u>6,281</u>	<u>2,371</u>

(b) Deferred taxes

The balances of deferred tax are the following:

Concept	Assets		Liabilities	
	As of December 31, 2024	As of December 31, 2023	As of December 31, 2024	As of December 31, 2023
	ThUS\$	ThUS\$	ThUS\$	ThUS\$
Properties, Plants and equipment	(821,883)	(941,136)	53,543	70,745
Assets by right of use	(720,694)	(585,957)	109	54
Lease Liabilities	892,657	792,781	(113)	(74)
Amortization	(101,193)	(112,002)	—	10
Provisions	80,355	222,409	76,280	81,091
Revaluation of financial instruments	—	(889)	—	—
Tax losses	664,990	613,264	(68,493)	(86,320)
Intangibles	—	—	234,854	300,359
Other	16,317	16,312	16,497	16,494
Total	<u>10,549</u>	<u>4,782</u>	<u>312,677</u>	<u>382,359</u>

The balance of deferred tax assets and liabilities are composed primarily of temporary differences to be reversed in the long term.

Movements of Deferred tax assets and liabilities

(b.1) From January 1 to December 31, 2023

	Opening balance Assets/ (liabilities)	Recognized in consolidated income	Recognized in comprehensive income	Exchange rate variation	Ending balance Asset (liability)
	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$
Property, plant and equipment	(1,088,140)	76,259	—	—	(1,011,881)
Assets for right of use	(367,182)	(218,829)	—	—	(586,011)
Lease Liabilities	586,993	205,862	—	—	792,855
Amortization	(88,182)	(23,830)	—	—	(112,012)
Provisions	(60,386)	200,953	751	—	141,318
Revaluation of financial instruments	2,438	(6,931)	3,604	—	(889)
Tax losses (*)	946,659	(247,075)	—	—	699,584
Intangibles	(270,512)	(6,207)	—	(23,640)	(300,359)
Others	(398)	216	—	—	(182)
Total	<u>(338,710)</u>	<u>(19,582)</u>	<u>4,355</u>	<u>(23,640)</u>	<u>(377,577)</u>

(b.2) From January 1 to December 31, 2024

	Opening balance Assets/ (liabilities)	Recognized in consolidated income	Recognized in comprehensive income	Exchange rate variation	Ending balance Asset (liability)
	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$
Property, plant and equipment	(1,011,881)	136,455	—	—	(875,426)
Assets for right of use	(586,011)	(134,792)	—	—	(720,803)
Lease Liabilities	792,855	99,915	—	—	892,770
Amortization	(112,012)	10,819	—	—	(101,193)
Provisions	141,318	(138,152)	909	—	4,075
Revaluation of financial instruments	(889)	889	—	—	—
Tax losses (*)	699,584	33,899	—	—	733,483
Intangibles	(300,359)	496	—	65,009	(234,854)
Others	(182)	2	—	—	(180)
Total	<u>(377,577)</u>	<u>9,531</u>	<u>909</u>	<u>65,009</u>	<u>(302,128)</u>

(*) Unrecognized deferred tax assets:

Deferred tax assets are recognized to the extent that it is probable that sufficient taxable profits will be generated in the future. In total the Company has not recognized deferred tax assets for ThUS\$3,263,150 at December 31, 2024 (ThUS\$3,572,528 as of December 31, 2023) which include deferred tax assets related to negative tax results of ThUS\$11,736,014 at December 31, 2024 (ThUS\$12,206,634 at December 31, 2023).

(Expenses) / Income from deferred taxes and income tax:

	For the year ended December 31,	
	2024	2023
	ThUS\$	ThUS\$
Income tax (expense)/benefit		
Current tax (expense) benefit	(26,263)	(12,659)
Adjustments to the current tax of the previous year	—	(193)
Total current tax (expense) benefit	<u>(26,263)</u>	<u>(12,852)</u>
(Expense)/benefit for deferred tax recognition for tax losses (*)	243	17,492
Deferred income for relative taxes to the creation and reversal of temporary differences	9,531	(19,582)
Total deferred income tax	<u>9,774</u>	<u>(2,090)</u>
Income tax (expense)/benefit	<u><u>(16,489)</u></u>	<u><u>(14,942)</u></u>

Income tax (expense) / Income benefit:

	For the year ended December 31,	
	2024	2023
	ThUS\$	ThUS\$
Current tax (expense) benefit, foreign	(54,190)	(10,410)
Current tax (expense) benefit, domestic	<u>27,927</u>	<u>(2,442)</u>
Total current tax (expense) benefit	<u>(26,263)</u>	<u>(12,852)</u>
Foreign Deferred tax (expense) benefit, for tax losses compensation (*)	243	17,492
Deferred tax (expense) benefit, foreign	5,553	(10,780)
Deferred tax (expense) benefit, domestic	<u>3,978</u>	<u>(8,802)</u>
Total deferred tax (expense)benefit	<u>9,774</u>	<u>(2,090)</u>
Income tax (expense)/benefit	<u><u>(16,489)</u></u>	<u><u>(14,942)</u></u>

(*) As a result of an agreement reached with the Brazilian tax authority, in the 2023 TAM Linhas Aereas S.A. was authorized to use part of its available tax losses to pay some tax contingencies. As the company does not recognize a deferred tax asset for its available tax losses, it was necessary to register an income in order to write off the liability previously recognized regarding the relevant tax contingencies.

Income before tax from the Chilean legal tax rate (27% as of December 31, 2024 and 2023)

	For the year ended December 31,		For the year ended December 31,	
	2024	2023	2024	2023
	ThUS\$	ThUS\$	%	%
Income tax benefit/(expense) using the legal tax rate	<u>(268,362)</u>	<u>(161,053)</u>	<u>(27.00)</u>	<u>(27.00)</u>
Tax effect of rates in other jurisdictions	(46,580)	(50,042)	(4.69)	(8.39)
Tax effect of non-taxable income	81,612	25,459	8.21	4.27
Tax effect of disallowable expenses	(12,780)	(23,272)	(1.29)	(3.90)
Other increases (decreases):				
Derecognition of deferred tax liabilities for early termination of aircraft financing	37,793	53,162	3.80	8.91
Unrecognised deferred tax	159,430	157,089	16.04	26.34
Other increases (decreases)	<u>32,398</u>	<u>(16,285)</u>	<u>3.27</u>	<u>(2.73)</u>
Total adjustments to tax expense using the legal rate	<u>251,873</u>	<u>146,111</u>	<u>25.34</u>	<u>24.50</u>
Income tax benefit/(expense) using the effective rate	<u><u>(16,489)</u></u>	<u><u>(14,942)</u></u>	<u><u>(1.66)</u></u>	<u><u>(2.50)</u></u>

Deferred taxes related to items charged to equity:

	For the year ended December 31,	
	2024	2023
	ThUS\$	ThUS\$
Aggregate deferred taxation of components of other comprehensive income	909	4,355

NOTE 18 - OTHER FINANCIAL LIABILITIES

The composition of other financial liabilities is as follows:

	As of December 31, 2024	As of December 31, 2023
	ThUS\$	ThUS\$
Current		
(a) Interest bearing loans	271,753	292,982
(b) Lease Liability	363,460	301,537
(c) Hedge derivatives	—	1,544
Total current	<u><u>635,213</u></u>	<u><u>596,063</u></u>
Non-current		
(a) Interest bearing loans	3,516,117	3,675,212
(b) Lease Liability	<u>2,999,121</u>	<u>2,666,457</u>
Total non-current	<u><u>6,515,238</u></u>	<u><u>6,341,669</u></u>



(a) Interest bearing loans

Obligations with credit institutions and debt instruments:

	As of December 31, 2024	As of December 31, 2023
	ThUS\$	ThUS\$
Current		
Bank loans (2)	—	53,141
Guaranteed obligations (5)	34,083	28,697
Other guaranteed obligations (1)	23,682	67,005
Subtotal bank loans	57,765	148,843
Obligation with the public (3) (4)	46,256	34,731
Financial leases	167,732	109,304
Other loans	—	104
Total current	271,753	292,982
Non-current		
Bank loans (2)	—	976,293
Guaranteed obligations (5)	339,960	275,225
Other guaranteed obligations (1)	351,069	363,345
Subtotal bank loans	691,029	1,614,863
Obligation with the public (3) (4)	2,193,047	1,268,107
Financial leases	632,041	792,242
Total non-current	3,516,117	3,675,212
Total obligations with financial institutions	3,787,870	3,968,194

(1) The Company has three committed credit lines, or “Revolving Credit Facilities (RCF),” which are secured. As of July 15, 2024, two credit lines were amended and extended until July 2029, with amounts of US\$800 million and US\$750 million, respectively. Then, as of November 4, 2024 a third credit line was made available:

(a) The first committed credit line, or “RCF I,” amounting to US\$800 million, is secured by aircraft, engines, and spare parts. This credit line is fully available as of December 31, 2024.

(b) The second committed credit line, or “RCF II,” amounting to US\$750 million, is secured by intangible assets primarily related to the FFP business (LATAM Pass loyalty program), the cargo business, certain slots, gates, and routes, as well as intellectual property and certain LATAM trademarks. This credit line is fully available as of December 31, 2024.

(c) On November 4, 2024, the Company secured a new credit line under a “Spare Engine Facility” amounting to US\$300 million (of which US\$275 million had been drawn as of December 31, 2024), maturing on November 4, 2028. This funds were used to repay the previous “Spare Engine Facility” maturing on November 3, 2027. This new financing includes a minimum liquidity covenant, requiring the Company to maintain minimum liquidity, measured at the consolidated level (LATAM Airlines Group S.A.), of US\$750 million, as well as an additional covenant measured individually for LATAM Airlines Group S.A. and TAM Linhas Aéreas S.A., requiring a minimum liquidity threshold of US\$400 million. If these covenants are not met, the obligations could be accelerated at the creditors' request to become short-term obligations. As of December 31, 2024, the Company is in compliance with the aforementioned minimum liquidity covenants.

(2) As of October 15, 2024, the Company repaid the entirety of the “Term Loan B Facility” amounting to US\$1.081 billion remaining on that date.

(3) As of October 15, 2024, the Company repaid in full the senior secured notes issued under Rule 144-A and Regulation S of the United States Securities and Exchange Commission, bearing interest at 13.375% and maturing in 2027, for an aggregate principal amount of US\$450 million (the “2027 Notes”). As of December 31, 2024, the Company continues to hold the senior secured notes issued under Rule 144-A and Regulation S of the United States Securities and Exchange Commission, bearing interest at 13.375% and maturing in 2029, for an aggregate principal amount of US\$700 million (the “2029 Notes”). During the quarter ended December 31, 2024, both the 2027 Notes and the 2029 Notes included a minimum liquidity covenant, which required the Company to maintain minimum liquidity, measured at the consolidated level (LATAM Airlines Group S.A.), of US\$750 million. If this covenant is not met, the obligations could be accelerated at the creditors' request to become short-term obligations. As of December 31, 2024, the Company is in compliance with the aforementioned minimum liquidity covenant.

(4) As of October 15, 2024, the Company issued, placed, and received funds from international markets through guaranteed bonds amounting to US\$1.4 billion, with an annual interest rate of 7.875% and maturing in 2030 (the “2030 Notes”), issued under Rule 144-A and Regulation S of the United States Securities and Exchange Commission, pursuant to the United States Securities Act of 1933 (the “US Securities Act”). During the quarter ended December 31, 2024, the 2030 Notes included a minimum liquidity covenant, which required the Company to maintain minimum liquidity, measured at the consolidated level (LATAM Airlines Group S.A.), of US\$750 million. If this covenant is not met, the obligations could be accelerated at the creditors' request to become short-term obligations. As of December 31, 2024, the Company is in compliance with the aforementioned minimum liquidity covenant.

(5) On December 23 and 30, 2024, two A320neo aircraft were delivered by Airbus. These aircraft were purchased through aircraft financing of US\$50 million each, with Bank of Communications Co., Ltd. (“BOCOMM”) as the counterparty.

Balances by currency of interest bearing loans are as follows:

	As of December 31, 2024	As of December 31, 2023
Currency	ThUS\$	ThUS\$
Chilean peso (U.F.)	147,716	160,730
US Dollar	3,640,154	3,807,464
Total	3,787,870	3,968,194



Interest-bearing loans due in installments to December 31, 2024

Debtor: LATAM Airlines Group S.A. and Subsidiaries, Tax No. 89.862.200-2, Chile.

Tax No.	Creditor	Creditor country	Currency	Nominal values							Accounting values						Amortization	Annual	
				Up to 90 days	More than 90 days to one year	More than one to three years	More than three to five years	More than five years	Total nominal value	Up to 90 days	More than 90 days to one year	More than one to three years	More than three to five years	More than five years	Total accounting value	Effective rate		Nominal rate	
				ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	%		%	
Obligations with the public																			
97.036.000-K	SANTANDER	Chile	UF	—	—	—	—	147,217	147,217	—	499	—	—	147,217	147,716	At Expiration	2.00	2.00	
97.036.000-K	SANTANDER	Chile	US\$	—	—	—	—	3	3	—	—	—	—	3	3	At Expiration	1.00	1.00	
0-E	WILMINGTON TRUST COMPANY	U.S.A.	US\$	—	—	—	700,000	1,400,000	2,100,000	—	45,757	—	678,079	1,367,748	2,091,584	At Expiration	10.69	9.71	
Guaranteed obligations																			
0-E	BNP PARIBAS	U.S.A.	US\$	3,226	9,863	27,888	30,093	88,554	159,624	4,020	9,863	27,262	29,715	88,375	159,235	Quarterly	6.03	6.03	
0-E	WILMINGTON TRUST COMPANY	U.S.A.	US\$	3,960	11,992	33,179	34,951	31,645	115,727	3,960	11,992	33,179	34,951	31,645	115,727	Quarterly/Monthly	7.73	7.73	
0-E	BOCOMM	Irlanda	US\$	1,042	3,125	8,333	8,333	79,167	100,000	1,123	3,125	8,208	8,250	78,375	99,081	Quarterly	6.42	6.42	
Other guaranteed obligations																			
0-E	CITIBANK	U.S.A.	US\$	—	—	—	—	—	—	22	—	—	—	—	22	Quarterly	1.00	1.00	
0-E	JP MORGAN CHASE	U.S.A.	US\$	—	—	—	—	—	—	209	—	—	—	—	209	Quarterly	0.63	0.63	
0-E	CREDIT AGRICOLE	France	US\$	—	—	—	275,012	—	275,012	3,020	—	—	272,112	—	275,132	At Expiration	6.63	6.63	
0-E	EXIM BANK	U.S.A.	US\$	5,005	15,147	41,385	37,572	—	99,109	5,284	15,147	41,385	37,572	—	99,388	Quarterly	2.29	2.05	
Financial leases																			
0-E	NATIXIS	France	US\$	6,671	20,241	55,696	78,423	30,352	191,383	8,284	20,242	55,369	78,225	30,350	192,470	Quarterly	6.73	6.73	
0-E	US BANK	U.S.A.	US\$	10,972	6,520	—	—	—	17,492	11,147	6,217	—	—	—	17,364	Quarterly	4.88	3.40	
0-E	EXIM BANK	U.S.A.	US\$	32,988	74,220	167,003	103,326	35,535	413,072	34,733	74,221	166,291	103,326	35,532	414,103	Quarterly	4.00	3.17	
0-E	BANK OF UTAH	U.S.A.	US\$	2,857	7,991	29,220	46,016	75,786	161,870	2,857	7,991	29,220	46,016	75,786	161,870	Monthly	10.71	10.71	
	Total			66,721	149,099	362,704	1,313,726	1,888,259	3,780,509	74,659	195,054	360,914	1,288,246	1,855,031	3,773,904				

Interest-bearing loans due in installments to December 31, 2024

Debtor: TAM S.A. and Subsidiaries, Tax No. 02.012.862/0001-60, Brazil

Tax No.	Creditor Country	Currency	Nominal values						Accounting values						Amortization	Annual		
			Up to 90 days	More than 90 days to one year	More than one to three years	More than three to five years	More than five years	Total nominal value	Up to 90 days	More than 90 days to one year	More than one to three years	More than three to five years	More than five years	Total accounting value		Effective rate	Nominal rate	
ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	%	%				
Financial lease																		
0-E	NATIXIS	France	US\$	510	1,530	4,080	7,846	—	13,966	510	1,530	4,080	7,846	—	13,966	Quarterly	—	—
	Total			510	1,530	4,080	7,846	—	13,966	510	1,530	4,080	7,846	—	13,966			
	Total consolidated			67,231	150,629	366,784	1,321,572	1,888,259	3,794,475	75,169	196,584	364,994	1,296,092	1,855,031	3,787,870			



Interest-bearing loans due in installments to December 31, 2023
Debtor: LATAM Airlines Group S.A. and Subsidiaries, Tax No. 89.862.200-2, Chile.

Tax No.	Creditor	Creditor country	Currency	Nominal values						Accounting values						Amortization	Annual	
				Up to 90 days	More than 90 days to one year	More than one to three years	More than three to five years	More than five years	Total nominal value	Up to 90 days	More than 90 days to one year	More than one to three years	More than three to five years	More than five years	Total accounting value		Effective rate	Nominal rate
				ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$		%	%
Bank loans																		
0-E	GOLDMANS ACHS	U.S.A.	US\$	2,750	8,250	22,000	1,056,000	—	1,089,000	44,891	8,250	22,000	954,293	—	1,029,434	Quarterly	20.31	15.04
Obligations with the public																		
97.036.000- K	SANTANDER	Chile	UF	—	—	—	—	160,214	160,214	—	516	—	—	160,214	160,730	At Expiration	2.00	2.00
97.036.000- K	SANTANDER	Chile	US\$	—	—	—	—	3	3	—	—	—	—	3	3	At Expiration	1.00	1.00
0-E	WILMINGTO N TRUST COMPANY	U.S.A.	US\$	—	—	—	450,000	700,000	1,150,000	—	34,215	—	434,204	673,686	1,142,105	At Expiration	15.00	13.38
Guaranteed obligations																		
0-E	BNP PARIBAS	U.S.A.	US\$	2,912	9,168	26,772	28,945	103,907	171,704	3,936	9,168	26,121	28,553	103,541	171,319	Quarterly	6.98	6.98
0-E	WILMINGTO N TRUST COMPANY	U.S.A.	US\$	3,854	11,693	32,356	34,083	50,599	132,585	3,900	11,693	32,356	34,083	50,571	132,603	Quarterly/ Monthly	8.76	8.76
Other guaranteed obligations																		
0-E	CITIBANK	U.S.A.	US\$	—	—	—	—	—	—	33	—	—	—	—	33	Quarterly	1.00	1.00
0-E	JP MORGAN CHASE	U.S.A.	US\$	—	—	—	—	—	—	17	—	—	—	—	17	Quarterly	0.63	0.63
0-E	CREDIT AGRICOLE	France	US\$	—	14,667	29,333	222,768	—	266,768	4,241	14,667	26,154	221,708	—	266,770	At Expiration	9.43	9.43
0-E	MUFG	U.S.A.	US\$	11,768	35,960	16,374	—	—	64,102	11,805	35,960	16,374	—	—	64,139	Quarterly	7.11	7.11
0-E	EXIM BANK	U.S.A.	US\$	—	—	40,662	42,122	16,325	99,109	282	—	40,662	42,122	16,325	99,391	Quarterly	2.29	2.05
Financial leases																		
0-E	NATIXIS	France	US\$	6,516	19,779	54,443	56,972	77,647	215,357	8,559	19,779	54,117	56,754	77,555	216,764	Quarterly	7.58	7.58
0-E	US BANK	U.S.A.	US\$	17,374	49,311	17,492	—	—	84,177	17,905	49,311	15,731	—	—	82,947	Quarterly	4.41	3.16
0-E	EXIM BANK	U.S.A.	US\$	—	—	197,499	141,169	74,404	413,072	1,933	—	195,741	141,169	74,404	413,247	Quarterly	4.13	3.31
0-E	BANK OF UTAH	U.S.A.	US\$	2,575	7,202	23,637	37,304	101,864	172,582	2,575	7,202	23,637	37,304	101,864	172,582	Monthly	10.71	10.71
Other loan																		
0-E	Various (*)	US\$		104	—	—	—	—	104	104	—	—	—	—	104	At Expiration	—	—
	Total			47,853	156,030	460,568	2,069,363	1,284,963	4,018,777	100,181	190,761	452,893	1,950,190	1,258,163	3,952,188			

(*) Obligation to creditors for executed letters of credit.

Interest-bearing loans due in installments to December 31, 2023
Debtor: TAM S.A. and Subsidiaries, Tax No. 02.012.862/0001-60, Brazil

			Nominal values						Accounting values						Annual			
			Up to 90 days	More than 90 days to one year	More than one to three years	More than three to five years	More than five years	Total nominal value	Up to 90 days	More than 90 days to one year	More than one to three years	More than three to five years	More than five years	Total accounting value	Amortization	Effective rate	Nominal rate	
Tax No.	Creditor Country	Currency	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$		%	%	
Financial lease																		
0-E	NATIXIS	France	US\$	510	1,530	4,080	9,886	—	16,006	510	1,530	4,080	9,886	—	16,006	Quarterly	—	—
	Total			510	1,530	4,080	9,886	—	16,006	510	1,530	4,080	9,886	—	16,006			
	Total consolidated			48,363	157,560	464,648	2,079,249	1,284,963	4,034,783	100,691	192,291	456,973	1,960,076	1,258,163	3,968,194			



(b) Lease Liability:

The movement of the lease liabilities corresponding to the period reported are as follow:

	Aircraft	Others	Lease Liability Total
	ThUS\$	ThUS\$	ThUS\$
Opening balance as January 1, 2023	2,134,972	81,482	2,216,454
New contracts	943,178	2,976	946,154
Lease termination	(13,258)	(1,812)	(15,070)
Renegotiations	(7,194)	2,219	(4,975)
Payments	(376,006)	(23,277)	(399,283)
Accrued interest	212,500	9,633	222,133
Exchange differences	—	2,278	2,278
Cumulative translation adjustment	6	297	303
Changes	759,226	(7,686)	751,540
Closing balance as of December 31, 2023	2,894,198	73,796	2,967,994
Opening balance as of January 1, 2024	2,894,198	73,796	2,967,994
New contracts	576,182	69,061	645,243
Lease termination	(72,266)	(540)	(72,806)
Renegotiations	96,155	70,670	166,825
Payments	(605,584)	(26,630)	(632,214)
Accrued interest	288,165	25,391	313,556
Exchange differences	(2,090)	(3,082)	(5,172)
Cumulative translation adjustment	—	(9,679)	(9,679)
Other variations	—	(11,166)	(11,166)
Changes	280,562	114,025	394,587
Closing balance as of December 31, 2024	3,174,760	187,821	3,362,581

The Company recognizes interest payments related to lease liabilities in the consolidated result under Finance costs (See Note 26(c)). The weighted average discount rates for calculation of lease liability are as follows.

	Discount rate December 2024	Discount rate December 2023
Aircraft	9.09%	9.10%
Others	8.78%	6.43%

(c) Hedge derivatives

	Current liabilities		Non-current liabilities		Total hedge derivatives	
	As of December 31, 2024	As of December 31, 2023	As of December 31, 2024	As of December 31, 2023	As of December 31, 2024	As of December 31, 2023
	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$
Fair value of foreign currency derivatives	—	1,544	—	—	—	1,544
Total hedge derivatives	—	1,544	—	—	—	1,544

The foreign currency derivatives correspond to options, forwards and swaps.

Hedging operation

The fair values of net assets/ (liabilities), by type of derivative, of the contracts held as hedging instruments are presented below:

		As of December 31, 2024	As of December 31, 2023
		ThUS\$	ThUS\$
Fuel options	(1)	7,747	22,136
Foreign currency derivative R\$/BRL\$	(2)	3,142	(1,544)
Interest rate swaps	(3)	4,676	—

- (1) Hedge significant variations in cash flows associated with market risk implicit in the changes in the price of future fuel purchases. These contracts are recorded as cash flow hedges.
- (2) Hedge significant variations in expected cash flows associated with the market risk implicit in changes in exchange rates, particularly the US\$/BRL. These contracts are recorded as cash flow hedge contracts.
- (3) They cover significant variations in cash flows associated with the market risk implicit in increases in the SOFR interest rate for long-term loans originated by the operational leases. These contracts are recorded as cash flow hedging contracts.

The Company only maintains cash flow hedges. In the case of fuel and currency hedges, the cash flows subject to said hedges will occur and will impact results in the next 12 months from the date of the consolidated statement of financial position.

All hedging operations have been performed for highly probable transactions. See Note 3.

See Note 24 (h) for reclassification to profit or loss for each hedging operation and Note 17 (b) for deferred taxes related.



NOTE 19 - TRADE AND OTHER ACCOUNTS PAYABLES

The composition of Trade and other accounts payables is as follows:

	As of December 31, 2024	As of December 31, 2023
	ThUS\$	ThUS\$
Current		
(a) Trade and other accounts payables	1,761,814	1,408,201
(b) Accrued liabilities	371,758	357,078
Total trade and other accounts payables	<u>2,133,572</u>	<u>1,765,279</u>

(a) Trade and other accounts payable:

	As of December 31, 2024	As of December 31, 2023
	ThUS\$	ThUS\$
Trade creditors	1,409,894	1,176,985
Other accounts payable	351,920	231,216
Total	<u>1,761,814</u>	<u>1,408,201</u>

The details of Trade and other accounts payables are as follows:

	As of December 31, 2024	As of December 31, 2023
	ThUS\$	ThUS\$
Maintenance and technical purchases	380,853	293,768
Boarding Fees	268,353	249,291
Aircraft Fuel	220,343	94,878
Airport charges and overflight	157,691	138,901
Handling and ground handling	122,721	133,114
Leases, maintenance and IT services	121,901	100,842
Other personnel expenses	106,277	96,351
Professional services and advisory	77,548	63,756
Services on board	72,902	58,365
Marketing	46,751	51,035
Aircraft Insurance	16,756	12,256
Air companies	9,778	26,371
Crew	20,560	25,936
Agencies sales commissions	15,649	16,899
Others	123,731	46,438
Total trade and other accounts payables	<u>1,761,814</u>	<u>1,408,201</u>

(b) Liabilities accrued:

	As of December 31, 2024	As of December 31, 2023
	ThUS\$	ThUS\$
Aircraft and engine maintenance	74,874	129,473
Accrued personnel expenses	86,743	97,733
Accounts payable to personnel (1)	183,153	114,769
Others accrued liabilities	26,988	15,103
Total accrued liabilities	<u>371,758</u>	<u>357,078</u>

(1) Participation in profits and bonuses (Note 22 letter b).

NOTE 20 - OTHER PROVISIONS

	Current liabilities		Non-current liabilities		Total Liabilities	
	As of December 31, 2024	As of December 31, 2023	As of December 31, 2024	As of December 31, 2023	As of December 31, 2024	As of December 31, 2023
	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$
Provision for contingencies (1)						
Tax contingencies	11,536	7,003	313,165	614,882	324,701	621,885
Civil contingencies	1,173	7,702	124,411	142,305	125,584	150,007
Labor contingencies	1,512	367	174,035	155,501	175,547	155,868
Other	—	—	9,908	11,571	9,908	11,571
Provision for European						
Commission investigation (2)	—	—	2,327	2,477	2,327	2,477
Total other provisions (3)	<u>14,221</u>	<u>15,072</u>	<u>623,846</u>	<u>926,736</u>	<u>638,067</u>	<u>941,808</u>

(1) Provisions for contingencies:

The tax contingencies correspond to litigation and tax criteria related to the tax treatment applicable to direct and indirect taxes, which are found in both administrative and judicial stage.

The civil contingencies correspond to different demands of civil order filed against the Company. The labor contingencies correspond to different demands of labor order filed against the Company.

Provisions are recognized in the consolidated income statement in administrative expenses or tax expenses, as appropriate.

The Company maintains other judicial processes, individually and cumulatively , do not have a significant impact on these financial statements

(2) Provision made for proceedings brought by the European Commission for possible breaches of free competition in the freight market.

(3) Total other provision as of December 31, 2024, and December 31, 2023, include the fair value of the contingencies arising at the time of the business combination with TAM S.A and subsidiaries, with a probability of loss under 50%, which are not recognized in the normal course of IFRS Accounting Standards application and which only in the context of a business combination should be recognized under IFRS Accounting Standards.



Movement of provisions:

	Legal claims (1)	European Commission Investigation (1)	Total
	ThUS\$	ThUS\$	ThUS\$
Opening balance as January 1, 2023	940,140	2,397	942,537
Increase in provisions	449,406	—	449,406
Provision used	(70,844)	—	(70,844)
Difference by subsidiaries conversion	(69,563)	—	(69,563)
Reversal of provision	(310,118)	—	(310,118)
Exchange difference	310	80	390
Closing balance as of December 31, 2023	939,331	2,477	941,808
Opening balance as of January 1, 2024	939,331	2,477	941,808
Increase in provisions	448,338	—	448,338
Provision used	(92,729)	—	(92,729)
Difference by subsidiaries conversion	(143,057)	—	(143,057)
Reversal of provision	(508,907)	—	(508,907)
Exchange difference	(7,236)	(150)	(7,386)
Closing balance as of December 31, 2024	635,740	2,327	638,067

(1) See details of litigation and government investigations with a material impact in Note 30.

NOTE 21 - OTHER NON-FINANCIAL LIABILITIES

	Current liabilities		Non-current liabilities		Total Liabilities	
	As of December 31, 2024	As of December 31, 2023	As of December 31, 2024	As of December 31, 2023	As of December 31, 2024	As of December 31, 2023
	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$
Deferred revenue (1)(2)	3,118,099	3,044,664	140,244	348,936	3,258,343	3,393,600
Sales tax	14,566	17,801	—	—	14,566	17,801
Retentions	48,383	48,649	—	—	48,383	48,649
Other taxes	6,332	6,892	—	—	6,332	6,892
Dividends payable	293,092	174,549	—	—	293,092	174,549
Other sundry liabilities	8,208	9,351	—	—	8,208	9,351
Total other non-financial liabilities	3,488,680	3,301,906	140,244	348,936	3,628,924	3,650,842

Deferred Revenue Movement

	Deferred revenue						
	Initial balance	(1) Recognition	Use	Loyalty program (Award and redeem)	Expiration of tickets	Translation Difference	Others provisions
	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$
From January 1 to December 31, 2023	2,953,289	14,238,959	(13,505,496)	17,680	(391,998)	84,988	(3,822)
From January 1 to December 31, 2024	3,393,600	15,679,754	(15,073,167)	(126,564)	(347,873)	(260,364)	(7,043)

(1) The balance includes mainly, deferred revenue for services not provided as of December 31, 2024 and December 31, 2023 and for the frequent flyer LATAM Pass program.

LATAM Pass is LATAM's frequent flyer program that allows rewarding the preference and loyalty of its customers with multiple benefits and privileges, through the accumulation of miles or points that can be exchanged for tickets or for a varied range of products and services. Clients accumulate miles or points LATAM Pass every time they fly in LATAM and other airlines associated with the program, as well as by buying in stores or use the services of a vast network of companies that have agreements with the program around the world.

(2) As of December 31, 2024, Deferred Income includes Th US\$35.615 (Th US\$40.500 as of December 31, 2023) related to the compensation from Delta Air Lines, Inc., which is recognized in the income statement based on the estimation of income differentials until until the end of the implementation of the strategic alliance.

NOTE 22 - EMPLOYEE BENEFITS

	As of December 31, 2024	As of December 31, 2023
	ThUS\$	ThUS\$
Retirements payments	71,296	57,785
Resignation payments	7,048	11,537
Other obligations	89,083	53,296
Total liability for employee benefits	167,427	122,618

(a) The movement in retirements, resignations and other obligations:

	Opening balance	Increase (decrease) current service provision	Benefits paid	Actuarial (gains) losses	Currency translation	Closing balance
	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$
From January 1 to December 31, 2023	93,488	58,436	(6,701)	(21,198)	(1,407)	122,618
From January 1 to December 31, 2024	122,618	88,112	(10,778)	(21,769)	(10,756)	167,427



The main assumptions used in the calculation of the provision in Chile are presented below:

Assumptions	For the year ended December 31,	
	2024	2023
Discount rate	5.92 %	5.40 %
Expected rate of salary increase	3.00 %	3.00 %
Rate of turnover	2.96 %	5.02 %
Mortality rate	RV-2020	RV-2020
Inflation rate	3.42 %	2.99 %
Retirement age of women	60	60
Retirement age of men	65	65

The discount rate is based on the bonds issued by the Central Bank of Chile with a maturity of 20 years. The RV-2020 mortality tables correspond to those established by the Commission for the Financial Market of Chile. The inflation rates are based on the yield curves of the long term nominal and inflation adjusted bonds based on BCU and BCPs issued by the Central Bank of Chile.

The calculation of the present value of the defined benefit obligation is sensitive to the variation of some actuarial assumptions such as discount rate, salary increase, rotation and inflation.

The sensitivity analysis for these variables is presented below:

	Effect on the liability	
	As of December 31, 2024	As of December 31, 2023
	ThUS\$	ThUS\$
<u>Discount rate</u>		
Change in the accrued liability an closing for increase in 100 b.p.	(5,267)	(3,913)
Change in the accrued liability an closing for decrease of 100 b.p.	6,010	4,369
<u>Rate of wage growth</u>		
Change in the accrued liability an closing for increase in 100 b.p.	5,570	4,133
Change in the accrued liability an closing for decrease of 100 b.p.	(5,056)	(3,811)

(b) The liability for short-term:

	As of December 31, 2024	As of December 31, 2023
	ThUS\$	ThUS\$
Profit-sharing and bonuses (*)	<u>183,153</u>	<u>114,769</u>

(*) Accounts payables to employees (Note 19 letter b)

The participation in profits and bonuses related to an annual incentive plan for achievement of certain objectives.

(c) CIP (Corporate Incentive Plan)

With the aim of incentivizing the retention of talent among the executives of the Company and in response to the exit of the Chapter 11 Procedure, it was agreed to grant an extraordinary and exceptional incentive called Corporate Incentive Plan (hereinafter also "CIP"), which will be enforceable and paid subject to compliance with the terms, clauses and conditions approved at the Board meeting dated April 25, 2023. In summary, the CIP contemplates three categories oriented to three different groups or categories of employees, whether they are hired by the Company directly, or in other companies of the LATAM group. These categories are as follows: Non-Executive Employees; Executives Not part of the Global Executive Meeting o “GEM”; and GEM Executives. Employees in each of these groups are only eligible for the CIP that corresponds to their respective category. The terms of each of these CIP categories were communicated to the respective employees between the months of January to December 2023.

Below are more background on each of the different categories of the CIP. Additionally, in Note 33 describes in more detail the main terms and conditions of the last two categories of the CIP (i.e., Non-GEM Executives; and GEM Executives):

i) Non-Executive Employees: The first subprogram was aimed at non-executive employees who, while hired in LATAM as of December 31, 2020, were still in their position as of April 30, 2023, which includes a fixed and guaranteed payment in cash on certain dates, depending on the country where the employee is hired.

This subprogram is available to those employees who were unable to qualify for one of the two categories below, or who were able to do so, chose not to participate in them.

ii) Executives Not part of the GEM: The second subprogram applies to senior executives not part of the GEM (Global Executive Meeting – Senior Managers, Managers, Assistant Managers). This program contemplates the creation of remuneration synthetic Units (hereinafter, simply "Units") that, by reference, are considered as equivalent to the price of one share of LATAM Airlines Group S.A., and consequently, in case they become effective, they grant the worker the right to receive the payment in cash that results from multiplying the number of Units that become effective by the value per share of LATAM Airlines Group S.A. that should be considered in accordance with CIP.

In this context, this program contemplates two different bonuses: (1) a withholding bonus, consisting of the amount in cash resulting from Units that are assigned to the respective employee, these Units being paid at 20% at month 15 and 80% at month 24, in each case, counted from the exit date of Chapter 11 Procedure (i.e., November 3, 2022) (the "Exit Date"). This is consequently a guaranteed payment for these employees; and (2) a bonus associated with the certain financial indicators of LATAM Airlines Group S.A. and its subsidiaries, which is reflected in Note 19 (b), becoming effective 20% at month 15 and 80% at month 24, in each case, from the Exit Date. Consequently, this is an eventual payment that is only made if these indicators are reached.

iii) GEM Executives: The third subprogram applies to the Company’s GEM executives (Global Executive Meeting) (CEO and employees whose job description is "vice presidents" or "directors"). This program, in essence, contemplates the creation of remuneration synthetic Units that, by referential means, are considered as equivalent to the price of one share of LATAM Airlines Group S.A. and consequently, in case they become effective, they grant the worker the right to receive the payment in cash that results from multiplying the number of Units that become effective by the value per share of LATAM Airlines Group S.A. that must be considered according to the CIP.

These Units are divided into:

(1) Units associated with the employee's permanence in the Company ("RSUs" – Retention Shares Units); and (2) Units associated with both the employee's permanence in the Company and the performance of LATAM Airlines Group S.A. ("PSUs" – Performance Shares Units). This performance is ultimately measured according to the share price of LATAM Airlines Group S.A. in the terms and conditions of the CIP.



Both the RSUs and the PSUs are consequently associated with the passage of time, becoming effective by partialities according to the calendar contemplated by the CIP. For the case of RSUs, having a vesting guaranteed by partialities as explained in more detail in Note 33. On the other hand, the PSUs also consider the market value of the share of LATAM Airlines Group S.A. considering a liquid market. However, as long as there is no such liquid market, the share price will be determined on the basis of representative transactions. As explained in more detail in Note 33, PSUs constitute a contingent and non-guaranteed payment.

In addition, some GEM Executives will also be entitled to receive a fixed and guaranteed cash payment ("MPP" – Management Protection Plan) on certain dates according to the CIP. Those employees who are eligible for this MPP will also be eligible for a limited number of additional MSUs ("MPP Based RSUs").

In all cases, the respective employees must have remained as such in the Company at the corresponding accrual date to qualify for these benefits.

During the year of 2024 until the month of December, the amount accrued related to this CIP was MUS\$78.78, which is recorded in the "Administrative expenses" line of the Consolidated Statement of Income by Function. As of December 2024, the amount of this plan recorded in the consolidated statement of financial position is MUS\$152.6.

(d) Employment expenses are detailed below:

	For the year ended December 31,	
	2024	2023
	ThUS\$	ThUS\$
Salaries and wages	1,337,982	1,268,343
Short-term employee benefits	243,210	181,565
Other personnel expenses	157,282	133,429
Total	<u>1,738,474</u>	<u>1,583,337</u>

NOTE 23 - ACCOUNTS PAYABLE, NON-CURRENT

	As of December 31, 2024	As of December 31, 2023
	ThUS\$	ThUS\$
Aircraft and engine maintenance	433,447	348,578
Fleet (JOL)	40,000	40,000
Airport and Overflight Taxes	—	11,337
Provision for vacations and bonuses	18,129	18,518
Other sundry liabilities	186	154
Total accounts payable, non-current	<u>491,762</u>	<u>418,587</u>

NOTE 24 - EQUITY

(a) Capital

The Company’s objective is to maintain an appropriate level of capitalization that enables it to ensure access to the financial markets for carrying out its medium and long-term objectives, optimizing the return for its shareholders and maintaining a solid financial position.

The paid capital of the Company at December 31, 2024, amounts to ThUS\$5,003,534 divided into 604,437,877,587 common stock of a same series (ThUS\$5,003,534 divided into 604,437,877,587 shares as of December 31, 2023), a single series nominative, ordinary character with no par value. The total number of authorized shares of the Company as of December 31, 2024, corresponds to 604,441,789,335 shares. There are no special series of shares and no privileges. The form of its stock certificates and their issuance, exchange, disablement, loss, replacement and other similar circumstances, as well as the transfer of the shares, is governed by the provisions of the Corporate Law and its regulations.

At the Company's Extraordinary Shareholders' Meeting held on April 20, 2023, it was agreed to:

i) A decrease in the Company's capital for an amount of ThUS\$7,501,896, without altering the number and characteristics of the shares into which it is divided, by absorbing the Company's accumulated losses as of December 31, 2022 for the same amount;

ii) Others decrease of the Company's capital for an amount of ThUS\$178, without altering the number and characteristics of the shares into which it is divided, through the absorption of the equity account of "Treasury Shares" as of December 31, 2022 for the same amount, produced on the occasion of the January 2013 reduction of capital stock by operation of law that took place in accordance with the provisions of Article 27 of the Corporations Law.

iii) Deduction of the Company’s capital the account "Costs of issuing shares and new convertible notes, for an amount of ThUS\$810,279.

On September 6, 2023, by public deed granted at the Notary of Santiago of Mr. Eduardo Diez Morello, under repertoire number 15,327-2023 entitled "Declaración de Colocación y Vencimiento Plazo de Colocación Bonos Convertibles "Series G", "Series H" and "Series I" and Reducción de Capital de Pleno Derecho", it was realized that on September 5, 2023 the maturity of the placement term (the "Placement Term") of Convertible Notes issued on the occasion of the capital increase agreed at the Company's Extraordinary Shareholders' Meeting held on July 5, 2022. Consequently, in accordance with the mentioned in number Four of Clause Six of the respective notes issuance contract (the "Issuance Agreement"), as of that date the amount placed against it remained unchanged, and consequently the Convertible Notes not placed on that date were null and void. For the sake of completeness, it was declared that upon maturity of the Placement Term, 123,605,720 Series G Convertible Notes and 37 Series I Convertible Notes (collectively, the "Unplaced Convertible Notes") remained unplaced, for an amount of US\$123,605,720 and US\$37, respectively (hereinafter, together, the "Unplaced Amount"). The conversion option of the Unplaced Convertible Notes was backed by 1,965,903,665 shares as equity.

Likewise, in the aforementioned deed it was realized that since all the Unplaced Convertible Bonds have been terminated, since they have been null and void, they cannot be converted into shares of the issuer, consequently reducing the Company's Capital Share by an amount equal to the Unplaced Amount.

Therefore, as of September 6, 2023, the amount of the Share Capital was reduced by law in the amount of ThUS\$123,606, equivalent to 1,965,903,665 shares. As a result of the foregoing, as of that date, the total statutory share capital of the Company was reduced by law from the amount of ThUS\$5,127,182, divided into 606,407,693,000 shares, of the same and unique series, without par value, to the amount of ThUS\$5,003,576, divided into 604,441,789,335 shares, of which MUS\$5,003,534, equivalent to 604,437,877,587 shares, are fully paid. To date, the balance of MUS\$42, equivalent to 3,911,748 shares, are pending of subscription and payment and are intended exclusively to respond to the conversion of 42,398 Series H Convertible Notes.

All of the above was explained in detail at the Extraordinary Shareholders' Meeting of the Company held on April 25, 2024, in which it was agreed, among other things, (i) to record the aforementioned reduction by operation of law in the Share Capital, and the granting of the aforementioned public deed dated September 6, 2023; and (ii) on the basis of the above, adapt the Fifth permanent and First Transitory articles of the corporate statute, relating to share capital.

(b) Movement of authorized shares

The following table shows the movement of the authorized, fully paid shares and back-up shares to be delivered in the event that the respective conversion option is exercised under the convertible notes currently issued by the Company:

	As of December 31, 2024				As of December 31, 2023			
	N° of authorized shares	N° of Subscribed of shares and paid or delivered pursuant to the exercise of the conversion option	N° of convertible notes back-up shares pending to place	N° of shares to subscribe or not used	N° of authorized shares	N° of Subscribed of shares and paid or delivered pursuant to the exercise of the conversion option	N° of convertible notes back-up shares pending to place	N° of shares to subscribe or not used
Opening Balance	604,441,789,335	604,437,877,587	3,911,748	—	606,407,693,000	604,437,584,048	4,205,287	1,965,903,665
Convertible Notes H	—	—	—	—	—	293,539	(293,539)	—
Reduction of full right (*)	—	—	—	—	(1,965,903,665)	—	—	(1,965,903,665)
Subtotal	—	—	—	—	(1,965,903,665)	293,539	(293,539)	(1,965,903,665)
Closing Balance	<u>604,441,789,335</u>	<u>604,437,877,587</u>	<u>3,911,748</u>	<u>—</u>	<u>604,441,789,335</u>	<u>604,437,877,587</u>	<u>3,911,748</u>	<u>—</u>

(*) See letter (a) above, in the same Note.

(c) Share capital

The following table shows the movement of share capital:

	Paid- in Capital ThUS\$
Initial balance as of January 1, 2023	13,298,486
Placement during the conversion options period - Convertible Notes G (1)	17,401
Absorption of Accumulated Losses as of December 31, 2022 (2)	(7,501,896)
Absorption of treasury shares (2)	(178)
Deduction of issuance and placement costs of shares and bonds convertible into shares (2)	(810,279)
Subtotal	<u>(8,294,952)</u>
Ending balance as of December 31, 2023	<u>5,003,534</u>
Initial balance as of January 1, 2024	<u>5,003,534</u>
There were no movements during the year	—
Subtotal	<u>—</u>
Ending balance as of December 31, 2024	<u>5,003,534</u>

(1) Includes Convertible Notes bonds delivered as payment of debts recognized in Chapter 11.

(2) As explained in letter a) of this Note, at the Company's Extraordinary Shareholders' Meeting held on April 20, 2023, it was agreed to absorb retained losses and reduce the Company's capital.

(d) Treasury stock

At December 31, 2024, the Company held no treasury stock. The remaining of ThUS\$(178) corresponds to the difference between the amount paid for the shares and their book value, at the time of the full right decrease of

the shares which held in its portfolio. As explained in letter a) of this same Note, at the Company's Extraordinary Shareholders' Meeting held on April 20, 2023, an absorption of the Company's capital was agreed for an amount of ThUS\$178.

(e) Other equity- Value of conversion right - Convertible Notes

(e.1) Notes subscription

The Convertible Notes were issued to be place in exchange for a cash contribution, in exchange for settlement of Chapter 11 Proceeding or a combination of both. Convertible Notes issued in exchange for cash were valued at fair value (the cash received). Notes issued in exchange for settlement of Chapter 11 claims were valued considering the discount that each group of liabilities settled on at the emergence date. The table below shows the 3 Convertible Notes at their nominal values, the adjustment, if any, to arrive at their fair values and the amount of transaction costs. The conversion option classified as equity is determined by deducting the amount of the liability component from the fair value of the compound instrument as a whole. The equity portion is recognized under Other equity at the time the Convertible Notes are issued.

Concepts	As of December 31, 2023			
	Convertible Notes G	Convertible Notes H	Convertible Notes I	Total Convertible Notes
	ThUS\$	ThUS\$	ThUS\$	ThUS\$
Face Value	17,401	—	—	17,401
Adjustment to fair value Convertible Notes at the date of issue	(14,401)	—	—	(14,401)
Subtotal	<u>(14,401)</u>	<u>—</u>	<u>—</u>	<u>(14,401)</u>
Fair Value of Notes	3,000	—	—	3,000
Equity component at the date of issue	<u>3,000</u>	<u>—</u>	<u>—</u>	<u>3,000</u>

During the year ended December 31, 2024, there was no subscription of convertible bonds.

(e.2) Conversion of notes into shares

As of December 31, 2023, the following notes have been converted into shares:

Concepts	As of December 31, 2023			
	Convertible Notes G	Convertible Notes H	Convertible Notes I	Total Convertible Notes
	ThUS\$	ThUS\$	ThUS\$	ThUS\$
Conversion percentage	100.000%	99.997%	100.000%	
Conversion option of convertible notes exercised	1,133,397	1,372,798	6,863,427	9,369,622
Total Converted Notes	<u>1,133,397</u>	<u>1,372,798</u>	<u>6,863,427</u>	<u>9,369,622</u>

As of December 31, 2024, no bonds have been converted into shares.

The conversion option from the issuance of convertible notes classified as equity is determined by deducting the amount of the liability component from the fair value of the compound instrument (i.e. convertible notes) as a whole. This is recognized and included in equity, net of income tax effects, and is not subsequently remeasured. In addition, the conversion option classified as equity will remain in equity until the conversion option is exercised, in which case, the balance recognized in equity will be transferred to share capital. As of December 31, 2024, the portion not converted into equity corresponds to ThUS\$39.



(e.3) The Convertible Notes

The contractual conditions of the G, H and I Convertible Notes consider the delivery of a fixed number of shares of LATAM Airlines Group S.A. at the time of settlement of the conversion option of each of them. The foregoing determined the classification of convertible notes as equity instruments, with the exception of Bond H, which considers, in addition to the delivery of a fixed number of shares, the payment of 1% annual interest with certain conditions for its payment and its accrual from 60 days after the exit Date. The payment of this interest gives rise to the recognition of a liability component for the class H convertible notes.

At the date of issue, the fair value of the liability component in the amount of ThUS\$102,031 was estimated using the prevailing market interest rate for similar non-convertible instruments.

Transaction costs relating to the liability component are included in the carrying amount of the liability portion and amortized over the period of the convertible notes using the effective interest method.

(f) Reserve of share- based payments

Movement of Reserves of share- based payments:

Periods	Opening balance	Stock option plan	Closing balance
	ThUS\$	ThUS\$	ThUS\$
From January 1 to December 31, 2023	37,235	—	37,235
From January 1 to December 31, 2024	37,235	—	37,235

These reserves are related to share based payment plans that expired during the first quarter of 2023. No equity instruments were issued and no amounts were paid associated with these plans.

(g) Other sundry reserves

Movement of Other sundry reserves:

Periods	Opening balance	Transactions with non-controlling interest	Other sundry reserves	Others increases (Decreases)	Closing balance
	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$
From January 1 to December 31, 2023	(1,972,651)	5,074	(14,401)	811,962	(1,170,016)
From January 1 to December 31, 2024	(1,170,016)	—	—	510	(1,169,506)

Balance of Other sundry reserves comprise the following:

	As of December 31, 2024	As of December 31, 2023
	ThUS\$	ThUS\$
Higher value for TAM S.A. share exchange (1)	2,666,202	2,665,692
Reserve for the adjustment to the value of fixed assets (2)	2,620	2,620
Transactions with non-controlling interest (3)	(211,582)	(211,582)
Adjustment to the fair value of the New Convertible Notes (4)	(3,624,871)	(3,624,871)
Others	(1,875)	(1,875)
Total	<u>(1,169,506)</u>	<u>(1,170,016)</u>

(1) Corresponds to the difference between the value of the shares of TAM S.A., acquired by Sister Holdco S.A. (under the Subscriptions) and by Holdco II S.A. (by virtue of the Exchange Offer), which is recorded in the declaration of completion of the merger by absorption, and the fair value of the shares exchanged by LATAM Airlines Group S.A. as of June 22, 2012.

(2) Corresponds to the technical revaluation of the fixed assets authorized by the Commission for the Financial Market in the year 1979, in Circular No. 1529. The revaluation was optional and could be made only once; the originated reserve is not distributable and can only be capitalized.

(3) The balance corresponds to the loss generated by: Lan Pax Group S.A. e Inversiones Lan S.A. in the acquisition of shares of Aerovías de Integración Regional S.A. for ThUS\$(3,480) and ThUS\$(20), respectively; the acquisition of TAM S.A. of the minority interest in Aerolinhas Brasileiras S.A. for ThUS\$(885), the acquisition of Inversiones Lan S.A. of the minority participation in Aerovías de Integración Regional S.A. for an amount of ThUS\$(2) and the acquisition of a minority stake in Aerolane S.A. by Lan Pax Group S.A. for an amount of ThUS\$(21,526) through Holdeco Ecuador S.A. The loss due to the acquisition of the minority interest of Multiplus S.A. for ThUS\$(184,135), and the acquisition of a minority interest in LATAM Airlines Perú S.A. through LATAM Airlines Group S.A for an amount of ThUS\$(3,225) and acquisition of the minority stake in LAN Argentina S.A. and Inversora Cordillera through Transportes Aéreos del Mercosur S.A. for an amount of ThUS\$(3,383). The movements during 2023 was the following: acquisition of the non-controlling interest of Aerovías de Integración Regional S.A. for an amount of ThUS\$(23) and amendment of articles in the legal statutes of association related to premiums for the issuance of shares in the subsidiaries Aerovías de Integración Regional S.A. for a total amount of ThUS\$5.097.

(4) The adjustment to the fair value of the Convertible Notes delivered in exchange for settlement of Chapter 11 claims was valued considering the discount that each group of liabilities settled on at the emergence date. These relate to: gain on the haircut for the accounts payable and other accounts payable for ThUS\$2,564,707, gain on the haircut for the financial liabilities for ThUS\$420,436, and gain on the haircut of lease liabilities which is booked against the right of use asset for ThUS\$639,728 as of December 31, 2024 and December 31, 2023.

(h) Reserves with effect in other comprehensive income.

Movement of Reserves with effect in other comprehensive income:

	Currency translation reserve	Cash flow hedging reserve	Gains (Losses) on change on value of time value of options	Actuarial gain or loss on defined benefit plans reserve	Total
	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$
Opening balance as of January 1, 2023	(3,805,560)	36,542	(21,622)	(28,117)	(3,818,757)
Change in fair value of hedging instrument recognized in OCI	—	(32,858)	25,734	—	(7,124)
Add: Costs of hedging deferred and recognized in OCI	—	—	—	—	—
Reclassified from OCI to profit or loss	—	(26,568)	28,818	—	2,250
Reclassified from OCI to the value of the hedged asset	—	(11,112)	—	—	(11,112)
Deferred tax	—	3,604	—	—	3,604
Actuarial reserves by employee benefit plans	—	—	—	(21,192)	(21,192)
Deferred tax actuarial IAS by employee benefit plans	—	—	—	750	750
Translation difference subsidiaries	(25,051)	(8,286)	17	—	(33,320)
Closing balance as of December 31, 2023	(3,830,611)	(38,678)	32,947	(48,559)	(3,884,901)
Opening balance as of January 1, 2024	(3,830,611)	(38,678)	32,947	(48,559)	(3,884,901)
Change in fair value of hedging instrument recognized in OCI	—	15,476	(34,872)	—	(19,396)
Reclassified from OCI to profit or loss	—	(40,898)	22,685	—	(18,213)
Reclassified from OCI to the value of the hedged asset	—	11,999	14,580	—	26,579
Actuarial reserves by employee benefit plans	—	—	—	(21,763)	(21,763)
Deferred tax actuarial IAS by employee benefit plans	—	—	—	908	908
Translation difference subsidiaries	(379,049)	(795)	304	—	(379,540)
Closing balance as of December 31, 2024	(4,209,660)	(52,896)	35,644	(69,414)	(4,296,326)

(h.1) Cumulative translate difference

These are originated from exchange differences arising from the translation of any investment in foreign entities (or Chilean investments with a functional currency different to that of the parent company), and from loans and other instruments in foreign currency designated as hedges for such investments. When the investment (all or part) is sold or disposed and a loss of control occurs, these reserves are shown in the consolidated statement of income as part of the loss or gain on the sale or disposal. If the sale does not involve loss of control, these reserves are transferred to non-controlling interests.

(h.2) Cash flow hedging reserve

These are originated from the fair value valuation at the end of each period of the outstanding derivative contracts that have been defined as cash flow hedges. When these contracts expire, these reserves should be adjusted, and the corresponding results recognized.

(h.3) Reserves of actuarial gains or losses on defined benefit plans

Correspond to the increase or decrease in the present value obligation for defined benefit plans due to changes in actuarial assumptions, and experience adjustments, which are the effects of differences between the previous actuarial assumptions and the actual events that have occurred.

(i) Retained earnings/(losses)

Movement of Retained earnings/(losses):

Periods	Opening balance	Result for the period	Dividends	Others increase (decreases) (1)	Closing balance
	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$
From January 1 to December 31, 2023	(7,501,896)	581,831	(174,549)	7,559,025	464,411
From January 1 to December 31, 2024	464,411	976,972	(293,092) (*)	—	1,148,291

(*) It corresponds to mandatory minimum dividend provision charged to equity related to the net income for the year 2024. The minimum dividend proposal for the 2024 financial year it must be approved by the Board of Directors when appropriate in accordance with the applicable regulations.

(1) The detail of Other increases (decreases) is as follows:

	As of December 31, 2023 ThUS\$
Absorption accumulated losses (*)	7,501,896
Reversal of dividends	57,129
Total	7,559,025

(*) See letter a) under this same Note.

(j) Dividends per share

Description of dividend	Minimum mandatory dividend 2024	Minimum mandatory dividend 2023
Amount of the dividend (ThUS\$)	293,092 (*)	174,549 (**)
Number of shares among which the dividend is distributed	604,437,877,587	604,437,877,587
Dividend per share (US\$)	0.000485	0.000289

(*) It corresponds to mandatory minimum dividend provision charged to equity related to the net income for the year 2024. The minimum dividend proposal for the 2024 financial year it must be approved by the Board of Directors when appropriate in accordance with the applicable regulations.

(**) In the Ordinary Shareholders' Meeting held on April 25, 2024,it was agreed to distribute a final dividend proposed by the Board of Directors in the Ordinary Session of April 3, 2024, amounting to ThUS\$174,549, which corresponds to 30% of the net income for the year 2023. The payment was made on May 16, 2024.



NOTE 25 - REVENUE

The detail of revenues is as follows:

	For the year ended December 31,	
	2024	2023
	ThUS\$	ThUS\$
Passengers	11,233,287	10,215,148
Cargo	1,599,756	1,425,393
Total	12,833,043	11,640,541

NOTE 26 - COSTS AND EXPENSES BY NATURE

(a) Costs and operating expenses

The main operating costs and administrative expenses are detailed below:

	For the year ended December 31,	
	2024	2023
	ThUS\$	ThUS\$
Aircraft fuel	(3,970,077)	(3,947,220)
Other rentals and landing fees	(1,470,057)	(1,322,795)
Aircraft maintenance	(815,916)	(601,804)
Aircraft rental (*)	(4,164)	(91,876)
Commissions	(230,127)	(244,160)
Passenger services	(331,918)	(271,838)
Other operating expenses	(1,448,052)	(1,351,571)
Total	(8,270,311)	(7,831,264)

(*) Aircraft Lease Contracts include lease payments based on Power by the Hour (PBH) at the beginning of the contract and fixed-rent payments later on. For these contracts that contain an initial period based on PBH and then a fixed amount, a right of use asset and a lease liability was recognized at the date of modification of the contract. These amounts continue to be amortized over the contract term on a straight-line basis starting from the modification date of the contract. Therefore, as a result of the application of the lease accounting policy, the expenses for the year include both the lease expense for variable payments (Aircraft Rentals) as well as the expenses resulting from the amortization of the right of use assets (included in the Depreciation line included in b) below) and interest from the lease liability (included in Lease Liabilities letter c) below)

	For the year ended December 31,	
	2024	2023
	ThUS\$	ThUS\$
Payments for leases of low-value assets	(18,555)	(16,632)
Total	(18,555)	(16,632)

(b) Depreciation and amortization

Depreciation and amortization are detailed below:

	For the year ended December 31,	
	2024	2023
	ThUS\$	ThUS\$
Depreciation (*)	(1,375,101)	(1,151,015)
Amortization	(72,555)	(54,358)
Total	(1,447,656)	(1,205,373)

(*) Included within this amount is the depreciation of the Property, plant and equipment (See Note 16 (a)) and the maintenance of the aircraft recognized as right of use assets. The maintenance cost amount included in the depreciation line for the year ended December 31, 2024 is ThUS\$668,936 (ThUS\$565,384 for the same year in 2023).

(c) Financial costs

The detail of financial costs is as follows:

	For the year ended December 31,	
	2024	2023
	ThUS\$	ThUS\$
Bank loan interests	(452,778)	(400,052)
Financial leases	(49,809)	(58,011)
Lease liabilities	(318,267)	(224,824)
Other financial expenses	(61,096)	(15,344)
Total	(881,950)	(698,231)

Costs and expenses by nature presented in this note plus the Employee expenses disclosed in Note 22, are equivalent to the sum of cost of sales, distribution costs, administrative expenses, other expenses and financing costs presented in the consolidated statement of income by function.



NOTE 27 - OTHER INCOME, BY FUNCTION

Other income, by function is as follows:

	For the year ended December 31,	
	2024	2023
	ThUS\$	ThUS\$
Tours	60,437	36,297
Customs and warehousing	37,710	27,553
Maintenance	5,632	7,784
Income from non-airlines products LATAM Pass (*)	35,904	15,148
Other miscellaneous income	60,986	61,859
Total	200,669	148,641

(*) During the twelve months period ended December 31, 2024, the Company reclassified income from non-airline redemption products Latam Pass from revenue to other income. Prior year comparative amounts for the twelve months period ended December 31, 2023 ,which totaled approximately US\$4.7 million, were not material and as a result were not revised to conform to the current year presentation.

NOTE 28 - FOREIGN CURRENCY AND EXCHANGE RATE DIFFERENCES

The functional currency of LATAM Airlines Group S.A. is the US dollar, LATAM has subsidiaries whose functional currency is different to the US dollar, such as the chilean peso, argentine peso, colombian peso, brazilian real and guaraní.

The functional currency is defined as the currency of the primary economic environment in which an entity operates. For each entity and all other currencies are defined as a foreign currency.

Considering the above, the balances by currency mentioned in this note correspond to the sum of foreign currency of each of the entities that are part of the LATAM Airlines Group S.A. and Subsidiaries.

Following are the current exchange rates for the US dollar, on the dates indicated:

	As of December 31,	As of December 31,	As of December 31,
	2024	2023	2022
Argentine peso	1,030.50	807.98	177.12
Brazilian real	6.18	4.85	5.29
Chilean peso	996.46	877.12	855.86
Colombian peso	4,403.50	3,872.49	4,845.35
Euro	0.96	0.90	0.93
Australian dollar	1.61	1.46	1.47
Boliviano	6.86	6.86	6.86
Mexican peso	20.54	16.91	19.50
New Zealand dollar	1.77	1.58	1.58
Peruvian Sol	3.80	3.70	3.81
Paraguayan Guarani	7,815.0	7,270.6	7,332.20
Uruguayan peso	43.80	38.81	39.71

Foreign currency

The foreign currency detail of balances of monetary items in current and non-current assets is as follows:

	As of December 31, 2024	As of December 31, 2023
	ThUS\$	ThUS\$
<u>Current assets</u>		
Cash and cash equivalents	630,133	386,216
Argentine peso	4,184	1,808
Brazilian real	4,529	7,108
Chilean peso	17,440	47,907
Colombian peso	12,156	8,968
Euro	15,721	25,329
U.S. dollar	532,670	237,251
Other currency	43,433	57,845
Other financial assets, current	7,768	14,659
Chilean peso	2,130	4,367
Euro	67	3,722
U.S. dollar	5,086	5,971
Other currency	485	599
Other non - financial assets, current	58,675	36,654
Chilean peso	29,968	12,354
Euro	4,105	5,310
U.S. dollar	2,542	10,735
Other currency	22,060	8,255
Trade and other accounts receivable, current	214,599	279,586
Argentine peso	8,729	12,831
Chilean peso	64,915	69,588
Colombian peso	1,562	1,453
Euro	96,438	90,699
U.S. dollar	7,503	68,893
Other currency	35,452	36,122
Accounts receivable from related entities, current	24	27
Chilean peso	24	27
Tax current assets	13,121	17,258
Chilean peso	2,035	2,202
Colombian peso	7,020	6,084
Peruvian sun	1,909	7,108
Other currency	2,157	1,864



Current assets	As of	As of
	December 31, 2024	December 31, 2023
	ThUS\$	ThUS\$
Total current assets	924,320	734,400
Argentine peso	12,913	14,639
Brazilian real	4,529	7,108
Chilean peso	116,512	136,445
Colombian peso	20,738	16,505
Euro	116,331	125,060
U.S. Dollar	547,801	322,850
Other currency	105,496	111,793

	As of	As of
	December 31, 2024	December 31, 2023
	ThUS\$	ThUS\$

Non-current assets

Other financial assets, non-current	13,627	15,375
Brazilian real	2,989	3,807
Chilean peso	876	2,073
Euro	4,579	4,252
U.S. dollar	2,315	2,071
Other currency	2,868	3,172

Other non - financial assets, non-current	5,127	9,856
Brazilian real	5,058	9,789
Other currency	69	67

Accounts receivable, non-current	4,126	4,732
Chilean peso	4,126	4,732

Deferred tax assets	5,147	1,048
Colombian peso	5,112	859
U.S. dollar	—	144
Other currency	35	45

Total non-current assets	28,027	31,011
Brazilian real	8,047	13,596
Chilean peso	5,002	6,805
Colombian peso	5,112	1,700
Euro	4,579	4,252
U.S. dollar	2,315	2,230
Other currency	2,972	2,428

The foreign currency detail of balances of monetary items in current liabilities and non-current is as follows:

	Up to 90 days		91 days to 1 year	
	As of December 31, 2024	As of December 31, 2023	As of December 31, 2024	As of December 31, 2023
	ThUS\$	ThUS\$	ThUS\$	ThUS\$

Current liabilities

Other financial liabilities, current	30,413	4,331	872	1,010
Chilean peso	1,621	1,364	747	702
Euro	26,191	—	6	—
U.S. dollar	2,131	2,510	—	—
Other currency	470	457	119	308

Trade and other accounts payables, current	817,925	616,032	8,639	9,583
Argentine peso	5,203	2,074	133	132
Brazilian real	13,237	13,401	765	922
Chilean peso	175,057	128,838	1,556	1,560
Euro	48,804	54,744	7	7
U.S. dollar	513,970	350,635	1,773	1,797
Peruvian sol	45,244	42,347	4,301	4,994
Mexican peso	1,890	2,019	—	—
Pound sterling	4,811	17,379	18	11
Uruguayan peso	1,253	706	5	39
Other currency	8,456	3,889	81	121

Accounts payable to related entities, current	7,520	5,154	—	—
U.S. dollar	7,520	5,154	—	—

Other provisions, current	10	16	14,161	12,429
Chilean peso	—	—	4	4
Other currency	10	16	14,157	12,425

Current liabilities

Other non-financial liabilities, current	11,031	15,634	5,330	6,099
Argentine peso	1,286	836	478	445
Chilean peso	3,916	4,338	2,688	4,026
Colombian peso	1,122	1,456	1,187	1,066
U.S. dollar	3,185	7,305	758	416
Other currency	1,522	1,699	219	146

Total current liabilities	866,899	641,167	29,002	29,121
Argentine peso	6,489	2,910	611	577
Brazilian real	13,237	13,401	765	922
Chilean peso	180,594	134,540	4,995	6,292
Colombian peso	1,122	1,456	1,187	1,066
Euro	74,995	54,744	13	7
U.S. dollar	526,806	365,604	2,531	2,213
Other currency	63,656	68,512	18,900	18,044



	More than 1 to 3 years		More than 3 to 5 years		More than 5 years	
	As of December 31, 2024	As of December 31, 2023	As of December 31, 2024	As of December 31, 2023	As of December 31, 2024	As of December 31, 2023
	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$
Non-current liabilities						
Other financial liabilities, non-current	90,248	32,867	2,791	2,871	167,538	165,511
Chilean peso	33,318	17,020	2,749	2,500	166,495	164,942
Euro	43,861	—	42	—	1,043	—
U.S. dollar	12,217	14,110	—	—	—	—
Other currency	852	1,737	—	371	—	569
Accounts payable, non-current	22,407	72,783	—	—	—	—
Chilean peso	16,477	16,774	—	—	—	—
U.S. dollar	4,397	54,441	—	—	—	—
Other currency	1,533	1,568	—	—	—	—
Other provisions, non-current	44,993	49,427	—	—	—	—
Argentine peso	2,685	3,570	—	—	—	—
Brazilian real	37,227	42,244	—	—	—	—
Chilean peso	1,996	—	—	—	—	—
Colombian peso	330	395	—	—	—	—
Euro	2,653	3,053	—	—	—	—
U.S. dollar	102	165	—	—	—	—
Provisions for employees benefits, non-current	89,950	79,749	—	—	—	—
Chilean peso	82,804	76,247	—	—	—	—
U.S. dollar	7,146	3,502	—	—	—	—
Total non-current liabilities	247,598	234,826	2,791	2,871	167,538	165,511
Argentine peso	2,685	3,570	—	—	—	—
Brazilian real	37,227	42,244	—	—	—	—
Chilean peso	134,595	110,041	2,749	2,500	166,495	164,942
Colombian peso	330	395	—	—	—	—
Euro	46,514	3,053	42	—	1,043	—
U.S. dollar	23,862	72,218	—	—	—	—
Other currency	2,385	3,305	—	371	—	569

General summary of foreign currency:

	As of December 31, 2024	As of December 31, 2023
	ThUS\$	ThUS\$
Total assets	952,347	765,411
Argentine peso	12,913	14,639
Brazilian real	12,576	20,704
Chilean peso	121,514	143,250
Colombian peso	25,850	18,205
Euro	120,910	129,312
U.S. dollar	550,116	325,080
Other currency	108,468	114,221
Total liabilities	1,313,828	1,073,496
Argentine peso	9,785	7,057
Brazilian real	51,229	56,567
Chilean peso	489,428	418,315
Colombian peso	2,639	2,917
Euro	122,607	57,804
U.S. dollar	553,199	440,035
Other currency	84,941	90,801
Net position		
Argentine peso	3,128	7,582
Brazilian real	(38,653)	(35,863)
Chilean peso	(367,914)	(275,065)
Colombian peso	23,211	15,288
Euro	(1,697)	71,508
U.S. dollar	(3,083)	(114,955)
Other currency	23,527	23,420



NOTE 29 – EARNINGS PER SHARE

	For the year ended December 31,	
	2024	2023
Basic earnings per share		
Income attributable to owners of the parent company (ThUS\$)	976,972	581,831
Weighted average number of shares, basic (*)	604,437,877,587	604,437,869,545
Basic earnings per share (US\$)	0.001616	0.000963

	For the year ended December 31,	
	2024	2023
Diluted earnings per share		
Income attributable to owners of the parent company (ThUS\$)	976,972	581,831
Weighted average number of shares, diluted (**)	604,441,789,335	604,441,789,335
Diluted earnings per share (US\$)	0.001616	0.000963

(*) As of December 31, 2024, the weighted average number of shares considers 604,437,877,587 shares outstanding from January 1, 2024 to December 31, 2024. As of December 31, 2023, the number of weighted basic shares considers 604.437.584.048 outstanding shares from January 1, 2023 to December 31, 2023. From January 10 to December 31, 2023, the number of shares outstanding increased due to the partial conversion of the Convertible Note H.

(**) As of December 31, 2024, the number of weighted diluted shares considers 604,437,877,587 shares outstanding and 3,911,748 shares outstanding from January 1, 2024 until December 31, 2024, assuming the full conversion of the Convertibles Notes that were issued on the date of exit from Chapter 11. As of December 31, 2023, the number of weighted diluted shares considers 604,437,877,587 shares from January 1, 2023 to December 31, 2023, and 3,911,748 shares outstanding from January 1 to December 31, 2023, assuming the full conversion of the convertible bonds that were issued on the date of exit from Chapter 11.

NOTE 30 – CONTINGENCIES

I. Lawsuits

Company	Court	Case Number	Origin	Stage of trial	Amounts Committed (*)
					ThUS\$
LATAM Airlines Group S.A. y Lan Cargo S.A.	Comisión Europea	—	Investigation of alleged infringements to free competition of cargo airlines, especially fuel surcharge. On December 26th, 2007, the General Directorate for Competition of the European Commission notified Lan Cargo S.A. and LATAM Airlines Group S.A. the instruction process against twenty five cargo airlines, including Lan Cargo S.A., for alleged breaches of competition in the air cargo market in Europe, especially the alleged fixed fuel surcharge and freight.	On April 14th, 2008, the notification of the European Commission was replied. The appeal was filed on January 24, 2011. On May 11, 2015, we attended a hearing at which we petitioned for the vacation of the Decision based on discrepancies in the Decision between the operating section, which mentions four infringements (depending on the routes involved) but refers to Lan in only one of those four routes; and the ruling section (which mentions one single conjoint infraction). On November 9th, 2010, the General Directorate for Competition of the European Commission notified Lan Cargo S.A. and LATAM Airlines Group S.A. the imposition of a fine in the amount of ThUS\$8,562 (€8.220.000 Euros) This fine is being appealed by Lan Cargo S.A. and LATAM Airlines Group S.A. On December 16, 2015, the European Court of Justice revoked the Commission’s decision because of discrepancies. The European Commission did not appeal the decision, but presented a new one on March 17, 2017 reiterating the imposition of the same fine on the eleven original airlines. The fine totals €776,465,000 Euros. It imposed the same fine as before on Lan Cargo and its parent, LATAM Airlines Group S.A., totaling €8.2 million Euros. On May 31, 2017 Lan Cargo S.A. and LATAM Airlines Group S.A. filed a petition with the General Court of the European Union seeking vacation of this decision. We presented our defense in December 2017. On July 12, 2019, we attended a hearing before the European Court of Justice to confirm our petition for vacation of judgment or otherwise, a reduction in the amount of the fine. On March 30, 2022, the European Court issued its ruling and lowered the amount of our fine from ThUS\$8,562 (€8,220,000 Euros) to ThUS\$2,327 (€2,240,000 Euros). This ruling was appealed by LAN Cargo S.A. and LATAM on June 9, 2022. The other eleven airlines also appealed the ruling affecting them. The European Commission responded to our appeal of September 7, 2022. Lan Cargo S.A. and LATAM answered the Commission’s arguments on November 11, 2022. Finally, the European Commission replied to our defense in January 2023. On February 13, 2023, LAN Cargo, S.A. and LATAM requested the European Court to hold an oral hearing to ensure the Court's full understanding of some points of the discussion. The European Court held a hearing on April 10, 2024. We are currently awaiting a decision. On September 5, 2024, the Advocate General of the European Court of Justice issued a non-binding opinion affirming that the European Court should dismiss all the appeals of the airlines and maintain the fines imposed. The European Court usually follows the majority of the Advocate General’s recommendations, so it is highly likely that the final decision will confirm the fines, in our case, 2,240,000 euros.	2,327



Company	Court	Case Number	Origin	Stage of trial	Amounts Committed (*) ThUS\$
Lan Cargo S.A. y LATAM Airlines Group S.A.	In the Ovre Romerike Disrtict Court (Norway) and Directie Juridische Zaken Afdeling Ceveil Recht (Netherlands)	—	Lawsuits filed against European airlines by users of freight services in private lawsuits as a result of the investigation into alleged breaches of competition of cargo airlines, especially fuel surcharge. Lan Cargo S.A. and LATAM Airlines Group S.A., have been sued in court proceedings directly and/or in third party, based in England, Norway, the Netherlands and Germany, these claims were filed in England, Norway, the Netherlands and Germany, but are only ongoing in Norway and the Netherlands.	The two cases still pending, in Norway and the Netherlands, are in the evidence confirmation stage. The Norway case has been inactive since January 2014 (pending the final decision of the European Commission), but there has been judicial activity in the Netherlands case. In the Netherlands, most of the airlines involved in this case have been forced to withdraw their claim against LATAM and Lan Cargo after their previous claims in the Chapter 11 proceedings before the New York Court were dismissed. So, Lufthansa, Lufthansa Cargo, British Airways, Air France, KLM, Martinair and Singapore have withdrawn their claims and now only the Thai Airways claim is still ongoing against LATAM and Lan Cargo. Only the withdrawal of KLM’s claim has been notified in the case of Norway.	—
Aerolinhas Brasileiras S.A.	Justicia Federal.	0008285-53.2015.403.6105	An action seeking to quash a decision and petitioning for early protection in order to obtain a revocation of the penalty imposed by the Brazilian Competition Authority (CADE) in the investigation of cargo airlines alleged fair trade violations, in particular the fuel surcharge.	This action was filed by presenting a guaranty – policy – in order to suspend the effects of the CADE’s decision regarding the payment of the following fines: (i) ABSA: ThUS\$10,438; (ii) Norberto Jochmann: ThUS\$201; (iii) Hernan Merino: ThUS\$ 102; (iv) Felipe Meyer:ThUS\$ 102. The action also deals with the affirmative obligation required by the CADE consisting of the duty to publish the condemnation in a widely circulating newspaper. This obligation had also been stayed by the court of federal justice in this process. Awaiting CADE’s statement. ABSA began a judicial review in search of an additional reduction in the fine amount. In December 2018, the Justice Federal ruled negatively against ABSA, indicating that it will not apply a additional reduction to the fine imposed. The Judge’s decision was published on March 12, 2019, and we filed an appeal against it on March 13, 2019	9,132

Company	Court	Case Number	Origin	Stage of trial	Amounts Committed (*)
					ThUS\$
Aerolinhas Brasileiras S.A.	Justicia Federal.	0001872-58.2014.4.03.6105	A lawsuit filed by ABSA with a motion for preliminary injunction, was filed on February 28, 2014, in order to cancel tax debts of PIS, CONFINS, IPI and II, connected with the administrative process 10831.005704/2006-43	The statement was authenticated on January 29, 2016. A new insurance policy was submitted on March 30, 2016 with the change to the guarantee requested by PGFN. On 05/20/2016 the process was sent to PGFN, which was manifested on 06/03/2016. The Decision denied the company's request in the lawsuit. The court (TRF3) made a decision to eliminate part of the debt and keep the other part (already owed by the Company, but which it has to pay only at the end of the process: ThUS\$3.216 – R\$19.877.623,21- probable y ThUS\$7.234 – R\$44.706.265,59- possible). We must await a decision on the Treasury appeal.	10,450
Tam Linhas Aéreas S.A.	Tribunal Regional Federal da 2a Região.	2001.51.01.012530-0 (linked to this process Pas 19515.721154/2014-71, 19515.002963/2009-12)	Ordinary judicial action filed by TAM Linhas Aéreas for the purpose of declaring the nonexistence of legal relationship obligating the company to collect the Air Fund.	Unfavorable court decision in first instance. Currently expecting the ruling on the appeal filed by the company. In order to suspend chargeability of Tax Credit a Guaranty Deposit to the Court was delivered for R\$ 260.223.373,10-original amount in 2012/2013, which currently equals ThUS\$87,082 (R\$538,168,490.91). The court decision requesting that the Expert make all clarifications requested by the parties in a period of 30 days was published on March 29, 2016. The plaintiffs’ submitted a petition on June 21, 2016 requesting acceptance of the opinion of their consultant and an urgent ruling on the dispute. In September 2022 with a decision for the parties, they will rule on more evidence and then we will have to wait for a resolution. No amount additional to the deposit that has already been made is required if this case is lost. A ruling is currently pending on the company’s appeal.	68,949
Tam Linhas Aéreas S.A.	Secretaria da Receita Federal do Brasil.	10880.725950/2011-05	A claim filed by the tax authorities questioning the offsetting of credits from the Social Integration Program (PIS in Portuguese) and Social Security Financing Contribution (COFINS in Portuguese) declared in the Offsetting Declarations (DCOMPs in Portuguese).	The objection (manifestação de inconformidade) filed by the company was rejected, which is why the voluntary appeal was filed. The case was assigned to the 1st Ordinary Group of Brazil’s Administrative Council of Tax Appeals (CARF) on June 8, 2015. TAM’s appeal was included in the CARF session held August 25, 2016. An agreement that converted the proceedings into a formal case was published on October 7, 2016. The company has received the results of the due diligence and presented a claim. On August 21, 2024, a decision was rendered in the Remedy of Appeal adverse to LATAM Airlines Brazil. We need to wait for service of the decision to evaluate the next steps to take.	30,360



Company	Court	Case Number	Origin	Stage of trial	Amounts Committed (*)
					ThUS\$
TAM Linhas Aéreas S.A.	10 ^a Vara das Execuções Fiscais Federais de São Paulo	0061196-68.2016.4.03.6182	Tax Enforcement Lien No. 0020869-47.2017.4.03.6182 on Profit-Based Social Contributions from 2004 to 2007.	This tax enforcement was referred to the 10th Federal Jurisdiction on February 16, 2017. A petition reporting our request to submit collateral was recorded on April 18, 2017. At this time, the period is pending for the plaintiff to respond to our petition. The bond was replaced. Currently, the evidentiary stage has begun.	28,425
TAM Linhas Aéreas S.A.	Secretaria de Receita Federal	5002912.29.2019.4.03.6100	A lawsuit filed by TAM disputing the debit in the administrative proceeding 16643.000085/2009-47, reported in previous notes, consisting of a notice demanding recovery of the Income and Social Assessment Tax on the net profit (SCL) resulting from the itemization of royalties and use of the TAM trademark	The lawsuit was assigned on February 28, 2019. A decision was rendered on March 1, 2019 stating that no guarantee was required. On 04/06/2020 TAM Linhas Aéreas S.A. had a favorable decision (sentence). The National Treasury can appeal. Today, we await the final decision.	8,454
TAM Linhas Aéreas S.A.	Delegacia de Receita Federal	10611.720852/2016-58	An improper charge of the Contribution for the Financing of Social Security (COFINS) on an import	There is no predictable decision date because it depends on the court of the government agency. On June 29, 2023, the company decided to propose a composition to the National Treasurer on payment of the debt, but with the legal deductions stipulated in Law 246/2022. the debt is paid. We are awaiting a response from the authority.	12,847
TAM Linhas Aéreas S.A.	Delegacia de Receita Federal	16692.721.933/2017-80	The Internal Revenue Service of Brazil issued a notice of violation because TAM applied for credits offsetting the contributions for the Social Integration Program (PIS) and the Social Security Funding Contribution (COFINS) that do not bear a direct relationship to air transport (Referring to 2012).	An administrative defense was presented on May 29, 2018, which was partially in favor of the company. We filed an appeal and it was decided that the process will become a due diligence. We are awaiting the due diligence.	25,727



Company	Court	Case Number	Origin	Stage of trial	Amounts Committed (*) ThUS\$
TAM Linhas Aéreas S.A.	União Federal	2001.51.01.020420-0	TAM and other airlines filed a recourse claim seeking a finding that there is no legal or tax basis to be released from collecting the Additional Airport Fee (“ATAERO”).	In 2001, the Company filed a court claim and in 2009, an initial decision was rendered partially in favor of the Company. In 2016, the Court dismissed the appeal by the plaintiffs. We filed new appeals before the STJ (Superior Court of Justice of Brazil) and STF (Supreme Federal Court of Brazil). Those appeals (special and extraordinary) were denied, so we filed another appeal, called Internal Appeal, on which a decision is pending. A decision by the superior court is pending. The amount is indeterminate because even though TAM is the plaintiff, if the ruling is against it, it could be ordered to pay a fee.	—
TAM Linhas Aéreas S.A.	Receita Federal do Brasil	19515-720.823/2018-11	An administrative claim against TAM to collect alleged differences in SAT payments for the periods 11/2013 to 12/2017.	A defense was presented on November 28, 2018. The Court dismissed the Company’s appeal in August 2019. The Company filed an Appeal to the Appellate Branch of the Internal Revenue Administrative Court (CARF in Portuguese) on September 17, 2019, that is pending a decision.	104,846
TAM Linhas Aéreas S.A.	Receita Federal de Brasil	10880.938832/2013-19	The decision denied the reallocation petition and did not equate the Social Security Tax (COFINS) credit declarations for the second quarter of 2011, which were determined to be in the non-cumulative system (proportionality of the PIS and COFINS credits)	An administrative defense was argued on March 19, 2019. The Court dismissed the Company’s defense in December 2020. The Company filed an Appeal to the Appellate Branch of the Internal Revenue Administrative Court (CARF in Portuguese) that is pending a decision.	18,594
TAM Linhas Aéreas S.A.	Receita Federal de Brasil	10880.938834/2013-16	The decision denied the reallocation petition and did not equate the Social Security Tax (COFINS) credit declarations for the third quarter of 2011, which were determined to be in the non-cumulative system. (proportionality of the PIS and COFINS credits)	An administrative defense was argued on March 19, 2019. The Court dismissed the Company’s defense in December 2020. The Company filed an Appeal to the Appellate Branch of the Internal Revenue Administrative Court (CARF in Portuguese) that is pending a decision	13,770



Company	Court	Case Number	Origin	Stage of trial	Amounts Committed (*)
					ThUS\$
TAM Linhas Aéreas S.A.	Receita Federal de Brasil	10880.938 837/2013-41	The decision denied the reallocation petition and did not equate the Social Security Tax (COFINS) credit declarations for the fourth quarter of 2011, which were determined to be in the non-cumulative system. (proportionality of the PIS and COFINS credits)	An administrative defense was argued on March 19, 2019. The Court dismissed the Company’s defense in December 2020. The Company filed an Appeal to the Appellate Branch of the Internal Revenue Administrative Court (CARF in Portuguese) that is pending a decision	17,982
TAM Linhas Aéreas S.A.	Receita Federal de Brasil	10880.938 838/2013-96	The decision denied the reallocation petition and did not equate the Social Security Tax (COFINS) credit declarations for the second quarter of 2012, which were determined to be in the non-cumulative system. (proportionality of the PIS and COFINS credits)	We presented our administrative defense. The Court dismissed the Company’s defense in December 2020. The Company filed an Appeal to the Appellate Branch of the Internal Revenue Administrative Court (CARF in Portuguese) that is pending a decision	11,614
LATAM Airlines Group Argentina, Brasil, Perú, Ecuador, y TAM Mercosur.	Juzgado de 1° Instancia en lo Civil y Comercial Federal N° 11 de la ciudad de Buenos Aires	1408/2017	Consumidores Libres Coop. Ltda. filed this claim on March 14, 2017 regarding a provision of services. It petitioned for the reimbursement of certain fees or the difference in fees charged for passengers who purchased a ticket in the last 10 years but did not use it.	Federal Commercial and Civil Trial Court No. 11 in the city of Buenos Aires. After 2 years of arguments on jurisdiction and competence, the claim was assigned to this court and an answer was filed on March 19, 2019. The Court ruled in favor of the defendants on March 26, 2021, denying the precautionary measure petitioned by the plaintiff. The plaintiff requested on several occasions the opening of the trial, which was rejected by the Court due to the lack of notification of previous resolutions. The evidentiary stage has not yet begun in this case.	—



Company	Court	Case Number	Origin	Stage of trial	Amounts Committed (*)
					ThUS\$
TAM Linhas Aéreas S.A.	Receita Federal de Brasil	10.880.938842/2013-54	The decision denied the petition for reassignment and did not equate the COFINS credit statements for the third quarter of 2012 that had been determined to be in the non-accumulative system. (proportionality of the PIS and COFINS credits)	We presented our administrative defense. The Court dismissed the Company's defense. The Company filed an Appeal to the Appellate Branch of the Internal Revenue Administrative Court (CARF in Portuguese) that is pending a decision.	13,297
TAM Linhas Aéreas S.A.	Receita Federal de Brasil	10.880.938844/2013-43	The decision denied the petition for reassignment and did not equate the COFINS credit statements for the third quarter of 2012 that had been determined to be in the non-accumulative system. (proportionality of the PIS and COFINS credits)	We presented our administrative defense. The Court dismissed the Company's defense in December 2020. The Company filed an Appeal to the Appellate Branch of the Internal Revenue Administrative Court (CARF in Portuguese) that is pending a decision.	12,195
TAM Linhas Aéreas S.A.	Receita Federal de Brasil	10880.938841/2013-18	The decision denied the petition for reassignment and did not equate the COFINS credit statements for the second quarter of 2012 that had been determined to be in the non-accumulative system. (proportionality of the PIS and COFINS credits)	We presented our administrative defense. The Court dismissed the Company's defense in December 2020. The Company filed an Appeal to the Appellate Branch of the Internal Revenue Administrative Court (CARF in Portuguese) that is pending a decision	11,991
TAM Linhas Aéreas S.A.	Receita Federal de Brasil	10840.727719/2019-71	The Federal Tax Service issued a notice of violation in applying for collection of the PIS/COFINS tax for 2014 (proportionality of the PIS and COFINS credits).	We presented our administrative defense on January 11, 2020. The Court dismissed the Company's defense in December 2020. The Company filed an Appeal to the Appellate Branch of the Internal Revenue Administrative Court (CARF in Portuguese). On September 17, 2024, the Judge made a request to see the case file.	36,334



Company	Court	Case Number	Origin	Stage of trial	Amounts Committed (*)
					ThUS\$
TAM Linhas Aéreas S.A.	Receita Federal de Brasil	10880.910 559/2017-91	A decision was rendered that refused the petition for reassignment and did not equate the COFINS credit declarations for the third quarter of 2014, which meant the non-accumulative system (proportionality of the PIS and COFINS credits).	It is about the non-approved compensation of Cofins. Administrative defense submitted (Manifestação de Inconformidade). The Court dismissed the Company's defense in December 2020. The Company filed an Appeal to the Appellate Branch of the Internal Revenue Administrative Court (CARF in Portuguese) that is pending a decision.	10,482
TAM Linhas Aéreas S.A.	Receita Federal de Brasil	10880.910 547/2017-67	A decision was rendered that refused the petition for reassignment and did not equate the COFINS credit declarations for the first quarter of 2013, which meant the non-accumulative system (proportionality of the PIS and COFINS credits).	We presented our administrative defense (Manifestação de Inconformidade). The Court dismissed the Company's defense in December 2020. The Company filed an Appeal to the Appellate Branch of the Internal Revenue Administrative Court (CARF in Portuguese) that is pending a decision.	12,080
TAM Linhas Aéreas S.A.	Receita Federal de Brasil	10880.910 553/2017-14	A decision was rendered that refused the petition for reassignment and did not equate the COFINS credit declarations for the fourth quarter of 2013, which meant the non-accumulative system (proportionality of the PIS and COFINS credits).	We presented our administrative defense (Manifestação de Inconformidade). The Court dismissed the Company's defense in December 2020. The Company filed an Appeal to the Appellate Branch of the Internal Revenue Administrative Court (CARF in Portuguese) that is pending a decision.	11,682
TAM Linhas Aéreas S.A.	Receita Federal de Brasil	10880.910 555/2017-11	A decision was rendered that refused the petition for reassignment and did not equate the COFINS credit declarations for the first quarter of 2014, which meant the non-accumulative system (proportionality of the PIS and COFINS credits).	We presented our administrative defense (Manifestação de Inconformidade). The Court dismissed the Company's defense in December 2020. The Company filed an Appeal to the Appellate Branch of the Internal Revenue Administrative Court (CARF in Portuguese) that is pending a decision.	12,292



Company	Court	Case Number	Origin	Stage of trial	Amounts Committed (*)
					ThUS\$
TAM Linhas Aéreas S.A.	Receita Federal de Brasil	10880.910 560/2017-16	A decision was rendered that refused the petition for reassignment and did not equate the COFINS credit declarations for the fourth quarter of 2014, which meant the non-accumulative system (proportionality of the PIS and COFINS credits).	We presented our administrative defense (Manifestação de Inconformidade). The Court dismissed the Company's defense in December 2020. The Company filed an Appeal to the Appellate Branch of the Internal Revenue Administrative Court (CARF in Portuguese) that is pending a decision.	10,784
TAM Linhas Aéreas S.A.	Receita Federal de Brasil	10880.910 550/2017-81	A decision was rendered that refused the petition for reassignment and did not equate the COFINS credit declarations for the third quarter of 2013, which meant the non-accumulative system (proportionality of the PIS and COFINS credits).	We presented our administrative defense (Manifestação de Inconformidade). The Court dismissed the Company's defense in December 2020. The Company filed an Appeal to the Appellate Branch of the Internal Revenue Administrative Court (CARF in Portuguese) that is pending a decision.	12,450
TAM Linhas Aéreas S.A.	Receita Federal de Brasil	10880.910 549/2017-56	A decision was rendered that refused the petition for reassignment and did not equate the COFINS credit declarations for the second quarter of 2013, which meant the non-accumulative system (proportionality of the PIS and COFINS credits).	We presented our administrative defense (Manifestação de Inconformidade). The Court dismissed the Company's defense in December 2020. The Company filed an Appeal to the Appellate Branch of the Internal Revenue Administrative Court (CARF in Portuguese) that is pending a decision.	10,413
TAM Linhas Aéreas S.A.	Receita Federal de Brasil	10880.910 557/2017-01	A decision was rendered that refused the petition for reassignment and did not equate the COFINS credit declarations for the second quarter of 2014, which meant the non-accumulative system (proportionality of the PIS and COFINS credits).	We presented our administrative defense (Manifestação de Inconformidade). The Court dismissed the Company's defense in December 2020. The Company filed an Appeal to the Appellate Branch of the Internal Revenue Administrative Court (CARF in Portuguese) that is pending a decision.	9,869



Company	Court	Case Number	Origin	Stage of trial	Amounts Committed (*)
					ThUS\$
TAM Linhas Aéreas S.A	Receita Federal do Brasil	10840.722 712/2020-05	Administrative trial that deals with the collection of PIS/Cofins proportionality (fiscal year 2015).	TAM presented an administrative defense but the decision was unfavorable. The Company filed a voluntary appeal (CARF) that is pending a decision.	29,099
TAM Linhas Aéreas S.A.	Receita Federal do Brasil	10880.978 948/2019-86	A decision was rendered that refused the petition for reassignment and did not equate the COFINS credit declarations for the fourth quarter of 2015, which meant the non-accumulative system (proportionality of the PIS and COFINS credits).	TAM filed its administrative defense on July 14, 2020. A decision is pending. The Company filed an Appeal to the Appellate Branch of the Internal Revenue Administrative Court (CARF in Portuguese) that is pending a decision.	16,018
TAM Linhas Aéreas S.A.	Receita Federal do Brasil	10880.978 946/2019-97	A decision was rendered that refused the petition for reassignment and did not equate the COFINS credit declarations for the third quarter of 2015, which meant the non-accumulative system (proportionality of the PIS and COFINS credits).	TAM filed its administrative defense on July 14, 2020 with an unfavorable decision.The Company filed an appeal with the appellate administrative court. A partial decision was made on the appeal on September 17, 2024 (voluntary appeal).	9,690
TAM Linhas Aereas S.A.	Receita Federal do Brasil	10880.978 944/2019-06	A decision was rendered that refused the petition for reassignment and did not equate the COFINS credit declarations for the second quarter of 2015, which meant the non-accumulative system (proportionality of the PIS and COFINS credits).	TAM filed its administrative defense on July 14, 2020 with an unfavorable decision. A decision is pending. The Company filed an appeal with the appellate administrative court. A partial decision was made on the appeal on September 17, 2024 (voluntary appeal).	10,263



Company	Court	Case Number	Origin	Stage of trial	Amounts Committed (*) ThUS\$
Latam Airlines Group S.A	23° Juzgado Civil de Santiago	C-8498-20 20	Class Action Lawsuit filed by the National Corporation of Consumers and Users (CONADECUS) against LATAM Airlines Group S.A. for alleged breaches of the Law on Protection of Consumer Rights due to flight cancellations caused by the COVID-19 Pandemic, requesting the nullity of possible abusive clauses, the imposition of fines and compensation for damages in defense of the collective interest of consumers. LATAM has hired specialist lawyers to undertake its defense.	On 06/25/2020 we were notified of the lawsuit. On 04/07/2020 we filed a motion for reversal against the ruling that declared the action filed by CONADECUS admissible, the decision is pending to date. On 07/11/2020 we requested the Court to comply with the suspension of this case, ruled by the 2nd Civil Court of Santiago, in recognition of the foreign reorganization procedure pursuant to Law No. 20,720, for the entire period that said proceeding lasts, a request that was accepted by the Court. CONADECUS filed a remedy of reconsideration and an appeal against this resolution should the remedy of reconsideration be dismissed. The Court dismissed the reconsideration on August 3, 2020, but admitted the appeal. On March 1, 2023, the Court of Appeals resolved to omit the hearing of the case and pronouncement regarding the appeal, in view of the fact that in January 2023 LATAM's request the end of the suspension of the process that was decreed by resolution of July 17, 2020 in case file C-8498-2020 of the 23rd Civil Court of Santiago, for which the file was sent to the first instance to continue processing. On November 24, 2023, the Court dismissed LATAM’S motion for reversal against the ruling that declared the action filed by CONADECUS admissible. Accordingly, on December 4, 2023, LATAM filed the statement of defense. A reconciliation hearing was held on March 27, 2024, but no agreement was reached. An interim decision on evidence was rendered on May 14, 2024, and on June 18th, the reconsideration of that resolution was denied, which began the evidentiary period.The amount at the moment is undetermined.	—
TAM Linhas Aéreas S.A	Receita Federal de Brasil	13074.72 6429/202 1-41	Notice of a violation prepared for the COFINS request regarding taxable events presumably occurring between 2016 and 2017.	TAM filed its administrative defense with an unfavorable decision. The Company filed an Appeal to the Appellate Branch of the Internal Revenue Administrative Court (CARF in Portuguese). A partial decision on the appeal by LATAM Airlines Brazil was rendered on August 21, 2024. We need to wait for service of the decision to evaluate the next steps to take.	16,747

Company	Court	Case Number	Origin	Stage of trial	Amounts Committed (*)
					ThUS\$
TAM Linhas Aéreas S.A.	Receita Federal de Brasil	2007.34.00.009919-3(0009850-54.2007.4.01.3400)	A lawsuit seeking to review the incidence of the Social Security Contribution taxed on 1/3 of vacations, maternity payments and medical leave for accident.	In March 2007, the company filed a lawsuit protesting a court order so that the impact of social security payments on funds would not be eliminated (social security payments are applicable to 1/3 of vacation time, salary during maternity leave and illness subsidies). The decision rendered on February 2, 2008 was against the company, so it filed an appeal. The Appellate Court issued a decision partially in favor of the company. A Special/Extraordinary Remedy was filed that was stayed until the Court’s decision – (Topic STF 985). The matter was partially decided in the Supreme Court’s decision of June 2024 (STF) on the “leading case” of another company. After analyzing the decision by the Federal Supreme Court, LATAM Airlines Brazil confirmed that payments are owed for one-third of the vacation time from September 2020 to May 2024.	60,891
TAM Linhas Aéreas S.A.	UNIÃO FEDERAL	0052711-85.1998.4.01.0000	An indemnity claim to collect a differentiated price from the Federal Union because of the disruption of the economic equilibrium in the concession agreements between 1988 and 1992. The indemnity, should the action prosper, cannot be estimated (Price Freeze).	The lawsuit began in 1993. In 1998, there was a decision favorable to TAM. The process reached the Court, and in 2019, the decision was against TAM. The company has appealed and a decision is pending.	—
TAM Linhas Aéreas S.A	Tribunal do Trabalho de São Paulo	1000115-90.2022.5.02.0312	A class action whereby the Air Transport Union is petitioning for payment of additional hazardous and unhealthy work retroactively and in the future for maintenance/CML employees.	The action was considered partially valid. The case is awaiting hearing by the Regional Labor Court.	430
TAM Linhas Aéreas S.A	Receita Federal	15746.728063/2022-00	This is an administrative claim regarding alleged irregularities in the payment of Technical Assistance (SAT) in 2018.	The trial court administrative defense has been presented and the ruling was adverse. The company filed an appeal that was referred to the Brazilian Federal Administrative Tax Court (CARF in Portuguese) for a ruling on December 4, 2024. One of the judges asked to analyze the case on the day of the hearing, so a new hearing date is pending.	14,930



Company	Court	Case Number	Origin	Stage of trial	Amounts Committed (*)
					ThUS\$
TAM Linhas Aéreas S.A	União Federal	1003320-78.2023.4.06.3800	Legal action to discuss the debit of the administrative process 10611.720630/2017-16 (fine for violation of incorrect registration in DI- import declaration)	Distributed on January 19, 2023. The company obtained a precautionary measure suspending the collection without the need for a guarantee. Process awaiting response from the National Treasury. The decision was in favor of the company and the debt was canceled. A remedy filed by União Federal is pending.	18,225
TAM Linhas Aéreas S.A	União Federal	12585.72 0017/201 2-84	This is a petition to recover a credit (proportional) in the 3rd quarter of 2010 under the Social Security Financing Contribution program (abbreviated as COFINS in Portuguese).	Administrative defense presented. The administrative defense was denied. The Company presented a Voluntary Appeal (CARF) which was denied. A special appeal was presented, which was partially favorable. Waiting for the “liquidação” decision to be finalized.	8,690
TAM Linhas Aéreas S.A	União Federal	10880-98 2.487/202 0-80	This is a petition to recover a credit (proportional) in the 4rd quarter of 2016 under the Social Security Financing Contribution program (abbreviated as COFINS in Portuguese) (proportionality of the PIS and COFINS credits)	An administrative defense was presented but was dismissed. The Company filed an Appeal to the Appellate Branch of the Internal Revenue Administrative Court (CARF in Portuguese). On September 17, 2024, the proceedings became a measure to analyze time-barred credits.	8,637
TAM Linhas Aéreas S.A	União Federal	10880-96 7.530/202 2-49	This is a petition to recover a credit (proportional) in the 1rd quarter of 2018 under the Social Security Financing Contribution program (abbreviated as COFINS in Portuguese). (proportionality of the PIS and COFINS credits)	An administrative defense was presented. A decision is pending.	8,963



Company	Court	Case Number	Origin	Stage of trial	Amounts Committed (*) ThUS\$
TAM Linhas Aéreas S.A	União Federal	10880-96 7.532/202 2-38	This is a petition to recover a credit (proportional) in the 2rd quarter of 2018 under the Social Security Financing Contribution program (abbreviated as COFINS in Portuguese). (proportionality of the PIS and COFINS credits)	An administrative defense was presented and a decision is pending.	9,621
TAM Linhas Aéreas S.A	União Federal	10880-96 7.533/202 2-82	This is a petition to recover a credit (proportional) in the 4rd quarter of 2018 under the Social Security Financing Contribution program (abbreviated as COFINS in Portuguese). (proportionality of the PIS and COFINS credits)	An administrative defense was presented and a decision is pending.	16,961
TAM Linhas Aéreas S.A	União Federal	19613.72 5650/202 3-86	A Notice of Violation prepared in the petition by the Social Integration Program (abbreviated as PIS in Portuguese) and by COFINS on taxable events allegedly occurring between May 2018 and December 2018. (proportionality of the PIS and COFINS credits)	An administrative defense was presented and a decision is pending.	11,878

Company	Court	Case Number	Origin	Stage of trial	Amounts Committed (*) ThUS\$
LATAM Airlines Group S.A.	Tribunal de Defensa de la Libre Competencia	445-2022	On May 21, 2022, Agunsa filed a petition to TDLC for a preliminary preparatory measure of exhibition of documents in respect of Aerosan, Depocargo, Sociedad Concesionaria Nuevo Pudahuel and Fast Air in which Agunsa claimed that it was impacted by alleged anti-competition practices on the import cargo warehousing market at the Arturo Merino Benítez International Airport.	Fast Air was served on June 9, 2022 and on June 13, 2022, it lodged opposition against this petition, which was partially sustained by the Antitrust Court (TDLC) on July 19, 2022, in which the new exhibition date was set as August 22nd (the original date set by the court was July 1, 2022). On July 25, 2022, Fast Air requested a reconsideration of this latter court decision and petitioned that the temporary scope of the exhibition be reduced. Fast Air’s petition was sustained and the scope of the documents to be revealed was limited even further. On August 12th, Fast Air petitioned that a new date and time be set for the exhibition hearing. The court granted this latter request on August 17th and set the exhibition date as August 31st. Fast Air appeared with 368 files and asked for confidentiality and/or secrecy of all of the information presented. The public versions have already been added to the case file as final versions. Aerosan began a separate, but related, non-contentious inquiry on April 20, 2023 before the Anti-Trust Court (abbreviated as TDLC in Spanish) petitioning that the TDLC decide whether the enforcement of Exempt Resolution #152 of the National Customs Bureau would violate Decree Law 211. Said Resolution #152 granted Agunsa permission to operate as a cargo warehouse at the North Warehouse facility. On January 10, 2024, the Public Hearing of the case was held. On July 15, 2024, the TDLC resolved that the Resolution of the National Customs Bureau consulted by Aerosan did not violate Law Decree No. 211. For the time being, the amount is indeterminate.	—
LATAM Airlines Group S.A.	Tribunal de Defensa de la Libre Competencia	489-2023	A preliminary precautionary measure was filed by the Tourism Companies Trade Association of Chile seeking that LATAM’s NDC system cease to be implemented or, alternatively, that collection of the Distribution Cost Recovery Fee be suspended and that LATAM be forbidden to limit the inventory of tickets available through the indirect distribution channel.	On May 24, 2023 the preliminary measure was initially rejected. However, after accepting an appeal for reinstatement of ACHET, said resolution was annulled on June 8, 2023, providing instead that partially accepts the precautionary measure only in terms of suspending the Distribution Cost Recovery Fee and prohibiting any unjustified limitation of the inventory of tickets available for the indirect distribution channel. On July 27, 2023, the TDLC issued a ruling favorable to LATAM, which annulled the precautionary measure in its entirety for not complying with the legal requirements. or the time being, the amount is indeterminate.	—



Company	Court	Case Number	Origin	Stage of trial	Amounts Committed (*) ThUS\$
LATAM Airlines Group S.A.	23° Juzgado Civil de Santiago	C-8156-2022	A class action filed by CONADECUS against LATAM Airlines Group S.A. for alleged violations of the Consumer Protection Law because of the cancellation of tickets for international flights purchased through travel agencies. It petitioned for fines and damage indemnities to be imposed in defense of the collective and/or diffuse interest of consumers. LATAM has retained specialized legal counsel to defend it.	We were served the claim on September 21, 2023. On September 30, 2023, we filed a remedy of reconsideration against the decision that declared the lawsuit filed by CONADECUS admissible, which was dismissed by the Court on November 11, 2023. On November 18, 2023, LATAM filed the statement of defense. On August 6, 2024, LATAM petitioned that the proceedings be declared to have been abandoned. For the time being, the amount is undetermined.	—
TAM Linhas Aéreas S.A	União Federal	10880.967587/2022-48	This is about the unaccredited compensation/ reimbursement and redress regarding the improper payment of the monthly federal social assistance contribution (Cofins, as abbreviated in Portuguese) made in the third quarter of 2018.	The administrative defense has been presented and a decision is pending.	9,687

Company	Court	Case Number	Origin	Stage of trial	Amounts Committed (*) ThUS\$
LATAM Airlines Group S.A.	Tribunal de Defensa de la Libre Competenc ia	NC-388-2 011	On August 11, 2023, the Civil Aviation Administration (“JAC,” as abbreviated in Spanish) filed a petition for clarification with the Anti-Trust Court (“TDLC,” as abbreviated in Spanish) regarding Condition VIII.4 of Decision #37/2011 (“Condition VIII.4”). The petition seeks to impose a temporary 5 years limitation on 23 frequencies assigned by the JAC to LATAM after Decision #37 was issued.	The TDLC accepted LATAM’s remedy of reconsideration on October 17, 2023 and amended its previous ruling and dismissed the JAC’s petition for clarification. On October 23, 2023, the JAC presented an appeal to the Supreme Court requesting that the TDLC resolution be annulled and petitioned declared admissible the remedy of reconsideration. The Supreme Court unanimously dismissed the appeal against judgment by the JAC, LATAM opposed both actions of the JAC. There are no appeals pending in this case. In a separate but related process, JetSmart filed a non-contentious inquiry on September 26, 2023, in relation to the terms of the future public tender of aviation frequencies on the Santiago-Lima route. JetSmart requested an injunction to suspend the tender and maintain the aviation frequency assignments as currently held until the inquiry has finalized. The TDLC declared the inquiry admissible on October 2, 2023, but only to begin a procedure to determine whether the rules in the terms of the public aviation frequency tender violate Decree Law 211, and dismissed the request for provisional measures. JetSmart filed two remedies of reconsideration against the decision by the Antitrust Court on October 4, 2023. The JAC became a party to such motions on October 6, 2023 and LATAM became a party to the process on October 10, 2023, and it requested that the motions filed by JetSmart be dismissed. On October 16, 2023, the TDLC took into account the considerations presented by LATAM and rejected the two motions for reconsideration filed by JetSmart. On October 19, 2023 CONADECUS requested to become part of this process and requested the same injunction previously rejected twice by the TDLC. (Continues on the next page)	—

Company	Court	Case Number	Origin	Stage of trial	Amounts Committed (*) ThUS\$
				(Continues from the previous page) On October 23, 2023 LATAM submitted a brief to the TDLC requesting the rejection of saidinjunction now requested by CONADECUS. On October 23, 2023, a public auction was held by JAC for thirteen international frequencies for the Santiago - Lima route, LATAM won ten of thirteen of these routes. On October 24, 2023, JetSmart once again requested that an injunction be issued regarding the public tender of aviation frequencies on the Santiago-Lima route. On October 30, 2023, LATAM filed a brief petitioning for the dismissal of the new precautionary measure petition of JetSmart. On November 2, 2023, the TDLC rejected the request for injunctions submitted by JetSmart and CONADECUS. On December 5, 2023, JetSmart complied with TDLC procedural order and published in the Chilean official newspaper a notice calling interested parties and stakeholders to submit information and opinions regarding JetSmart’s inquiry . On December 21, 2023 the FNE requested to be an intervening party in the process and requested to extend the deadline to provide background information. The TDLC accepted the postponement, leaving the deadline for providing information as February 5, 2024. On February 1, 2024, LATAM submitted a brief to TDLC advocating for its position and providing background information regarding JetSmart’s inquiry. The Office of the National Economic Prosecutor (FNE), the JAC, the National Consumer Service (SERNAC), Sky Airline and CONADECUS also provided information in January and February 2024. The Civil Aviation Board submitted a petition for clarification to the Antitrust Court on February 13, 2024, asking whether a tender could be convened of international frequencies on the Santiago-Lima Route that expire in 2024. LATAM filed a brief on February 15, 2024 stating that no matter needed to be clarified and that the petition should be dismissed. The Antitrust Court ruled against the Civil Aviation Board on February 15, 2024 because there were no obscure or doubtful aspects to clarify. On April 25, 2024, a tender was held for two Santiago-Lima frequencies and both were awarded to JetSmart. LATAM furnished the certificate of that tender to the Antitrust Court. On June 19, 2024, LATAM accompanied an economic report and observations to the report presented by JetSmart. On July 19, 2024, the JAC, JetSmart, LATAM and Sky presented additional information. On July 31, 2024, the Public Hearing was held at the TDLC, with the participation of the JAC, the FNE, JetSmart, CONADECUS and LATAM. On December 18, 2024, the Antitrust Court of Chile (TDLC in Spanish) asked the Office of the National Economic Prosecutor (FNE in Spanish) to report on the status of the investigation in Case #2755-24 mentioned in the information it provided, and it asked the Civil Aviation Board (JAC in Spanish) to report on the status of the citizen consultation regarding a change in the frequency assignment regulations. Both the FNE and the JAC presented their responses on December 24, 2024. On January 10, 2025, the TDLC dismissed JetSmart’s petition in the non-contentious process dated September 26, 2023 and declared that the tender terms and conditions created no material risks that might violate the provisions in Decree Law 211. On January 24, 2025, JetSmart filed an appeal against the TDLC ruling. On January 29,2025, the TDLC declared it admissible and sent it to the Supreme Court for consideration and resolution.	

Company	Court	Case Number	Origin	Stage of trial	Amounts Committed (*)
					ThUS\$
TAM Linhas Aéreas S.A.	União Federal	10880.967 612/2022-93	This is a petition to recover a credit Cofins in the 1rd quarter of 2019 (proportionality of the PIS and COFINS credits)	The administrative defense has been presented and a decision is pending.	9,615
TAM Linhas Aéreas S.A.	Superior Tribunal de Justiça (STJ)	0042711-6 1.2007.8.0 5.0001 (1449899)	Trial involving a commercial representation contract signed directly with the company Gm Serviços Auxiliares de Transporte Aéreo Ltda. alleging the irregular closing of the contract, requesting payment of compensation.	The procedure before the Court of Appeal is pending. An agreement was made for the payment of ThUS\$4,480 (R\$25,000,000.00).The payment in the agreement was made in full.	—
TAM Linhas Aéreas S.A	UNIÃO FEDERAL	1012674-8 0.2018.4.0 1.3400	Legal actions for members to have the right to collect contributions in the payroll collectible on the basis of gross sales.	This claim was filed in 2018. In January 2020, a decision favorable to the Company was rendered so that contributions would be collected on the basis of gross income. The company recently learned that the Superior Courts are rendering decisions unfavorable to contributors. They have ruled against the contributor in a recent decision. In December/2023 the position was withdrawn.	—

113

Company	Court	Case Number	Origin	Stage of trial	Amounts Committed (*) ThUS\$	Company	Court	Case Number	Origin	Stage of trial	Amounts Committed (*) ThUS\$
LATAM Airlines Perú S.A.	Tribunal Fiscal	-	An appeal will be filed before the legal deadline against Intendancy Resolution #4070140001797 served December 31, 2024, which declared the Company's remedy of claim unfounded. Decision Resolutions #0120030130232 and #0120030130245 were notified on December 22, 2022, as was Fine Resolution #0120020038314, notified on December 22, 2022 and Determination Resolution No. 0120030130245 for indirect disposal of income not susceptible to subsequent tax control linked to the objections made to determination of third category net income for fiscal year 2015.	On January 26, 2023, the Company filed an appeal against the determination and fine resolutions issued by SUNAT. Through Resolution of the Intendencia No. 4070340000928 dated December 19, 2023, SUNAT declared the appeal filed by the Company founded and, consequently, Determination Resolutions No. 012-003-0130232, No. 012-003- 0130245 and Fine Resolution No. 012-002-0038314 are void. The audit area voided the objection to the Major Maintenance expense of approximately \$63 million in the notice of Complementary Outcome of Request #0122220002363 dated September 4, 2024. However, it maintains the other objections. Decision Resolutions #0120030139681 and #0120030139682 were notified on September 16, 2024, as was Fine Resolution #0120020040024 because of a violation of Article 178.1 of the Tax Code. The Company filed a remedy of claim on October 23, 2024 against those resolutions, which was processed under Claim Docket #4070340001599. However, the National Customs and Tax Administration Commission (SUNAT in Spanish) decided, in Intendancy Resolution #4070140001797 notified December 31, 2024, to declare that the Company's remedy of claim was unfounded. Consequently, an appeal will be filed against that resolution before the legal deadline.	122,953	TAM Linhas Aéreas	União Federal	19613.720 519/2024-11	On February 7, 2024, the Brazilian Federal Tax Service issued a tax assessment against TAM Linhas Aéreas (19613.720519/2024-11) for the amount of ThUS\$47.104 (MR\$262.845) related to certain tax credits on “PIS COFINS” (Federal Social Contributions Taxed on Gross Income) during the 2019/2020 period.	The company filed an administrative response challenging the total amount of the tax assessment. The company received a partial decision on its defense on September 11, 2024. The company filed an appeal and is awaiting a decision on it.	44,638
TAM Linhas Aéreas S.A	União Federal	10880-927 .871/2023-62	This is a petition to recover Social Security Funding Contributions (Cofins in Portuguese) from the first semester of 2020 (proportionally).	The administrative defense has been presented and a decision is pending.	11,059	LATAM Airlines Group S.A.	15° Juzgado Civil de Santiago	C-15990-2 024	This is a class action filed by the National Consumers and Users Association (abbreviated as CONADECUS in Spanish) against LATAM Airlines Group S.A., American Airlines, Inc. and Delta Airlines, Inc. alleging several infringements of the Consumer Protection Law because flights were cancelled due to a flaw in the Crowdstrike antivirus software. It is petitioning for the imposition of fines and a damage indemnity in defense of the collective or diffuse interest of consumers.	LATAM has retained expert attorneys to handle its defense. LATAM Airlines Group was served the claim on September 17, 2024. On September 27, 2024, LATAM filed a remedy of reconsideration against the resolution that declared the action filed by the National Consumers and Users Association (CONADECUS in Spanish) admissible, which was dismissed by the court on November 20, 2024. LATAM filed a brief of answer to the claim on December 9, 2024. The amount is as yet undetermined.	---



Company	Court	Case Number	Origin	Stage of trial	Amounts Committed (*) ThUS\$
LATAM Airlines Brasil	Tribunales de Justicia del Estado de Sao Paulo	Rol 1002928-30.2024.8.2 6.0659; Rol 1174718-13.2024.8.2 6.0100; Rol 1001368-42.2024.8.2 6.0695; Rol 0012257-66.2024.5.1 5.0004; Rol 1182239-09.2024.8.2 6.0100; Rol 1003874-02.2024.8.2 6.0659	Lawsuits against the companies Voepass and LATAM Airlines Brasil for alleged liability in civil proceedings, presented by Luana dos Santos Bezerra Bounhe and others; Aracy Ribeiro Moreira and others; Naira Maria da Silva Gusson do Nascimento; Laura dos Reis Camilo and another; and Silvia Nicole Dantas Costa Maia and others; and a lawsuit against the same companies for alleged labor liability filed by Marcus Vinicius Ávila Santanna and others.	In the litigation with Luana dos Santos Bezerra Bounhe and others (Role 1002928-30.2024.8.26.0659), on December 19, 2024, the parties submitted a request for approval of the agreement concluded extrajudicially. The remaining 5 processes remain in process. All these litigations are under insurance coverage.	—
LATAM Airlines Brasil	União Federal	17459.720028/2024-67	A Notice of Infringement was received in which the business fund amortizations (agiotage) made in the 2019 and 2020 calendar years were rejected in the calculation of Business Income Tax (IRPJ in Portuguese) and the Social Assessment on Earnings (CSL in Portuguese).	An administrative defense has been presented and we are awaiting a decision.	20,653

In order to deal with any financial obligations arising from legal proceedings in effect at December 31, 2024, whether civil, tax, or labor, LATAM Airlines Group S.A. and Subsidiaries, has made provisions, which are included in Other non-current provisions that are disclosed in Note 20.

The Company has not disclosed the individual probability of success for each contingency in order to not negatively affect its outcome.

(*) The Company has reported the amounts involved only for the lawsuits for which a reliable estimation can be made of the financial impacts and of the possibility of any recovery, pursuant to Paragraph 86 of IAS 37 Provisions, Contingent Liabilities and Contingent Assets.



II. The following table contains the proceedings that were closed or changed to remote status during 2024, according to what was disclosed in the contingencies note of the corresponding financial statement:

Company	Court	Case Number	Origin	Stage of trial	Status
LATAM Airlines Group S.A	22° Juzgado Civil de Santiago	C-29.945-2016	The Company received notice of a civil liability claim by Inversiones Ranco Tres S.A. on January 18, 2017. It is represented by Mr. Jorge Enrique Said Yarur. It was filed against LATAM Airlines Group S.A. for an alleged contractual default by the Company and against Ramon Eblen Kadiz, Jorge Awad Mehech, Juan Jose Cueto Plaza, Enrique Cueto Plaza and Ignacio Cueto Plaza, directors and officers, for alleged breaches of their duties. In the case of Juan Jose Cueto Plaza, Enrique Cueto Plaza and Ignacio Cueto Plaza, it alleges a breach, as controllers of the Company, of their duties under the incorporation agreement. LATAM has retained legal counsel specializing in this area to defend it.	The claim was answered on March 22, 2017 and the plaintiff filed its replication on April 4, 2017. LATAM filed its rejoinder on April 13, 2017, which concluded the argument stage of the lawsuit. A reconciliation hearing was held on May 2, 2017, but the parties did not reach an agreement. The Court issued the evidentiary decree on May 12, 2017. We filed a petition for reconsideration because we disagreed with certain points of evidence. That petition was partially sustained by the Court on June 27, 2017. The evidentiary stage commenced and then concluded on July 20, 2017. Observations to the evidence must now be presented. That period expires August 1, 2017. We filed our observations to the evidence on August 1, 2017. We were served the decision on December 13, 2017 that dismissed the claim since LATAM was in no way liable. The plaintiff filed an appeal on December 26, 2017. Arguments were pled before the Santiago Court of Appeals on April 23, 2019, and on April 30, 2019, this Court confirmed the ruling of the trial court absolving LATAM. The losing party was ordered to pay costs in both cases. On May 18, 2019, Inversiones Ranco Tres S.A. filed a remedy of vacation of judgment based on technicalities and on substance against the Appellate Court decision. The Appellate Court admitted both appeals on May 29, 2019. On August 11, 2021 Inversiones Ranco Tres S.A. requested the suspension of the hearing of the Appeal, after the recognition by the 2nd Civil Court of Santiago of the foreign reorganization procedure in accordance with Law No. 20,720, for the entire period that said procedure lasts, a request that was accepted by the Supreme Court. In December 2022 LATAM requested the end of the suspension, which was granted on February 17, 2023. Arguments were presented to the Supreme Court on April 27, 2023. On August 4, 2023, the Supreme Court dismissed the remedies of vacation of judgment based on substance and form filed by Inversiones Ranco Tres S.A. The resolution rejecting the claim remains firm and enforceable. The assessment of personal and procedural costs in favor of LATAM was carried out by both the Court of Appeals and the Court of First Instance. Case closed.	Disclosed in the Company's consolidated financial statements as of December 2023
LatamAirlines Ecuador S.A	Tribunal Distrital de lo Fiscal	17509-2014-0088	An audit of the 2006 Income Tax Return that disallowed fuel expenses, fees and other items because the necessary support was not provided, according to Management.	On August 6, 2018, the District Tax Claims Court rendered a decision denying the request for a refund of a mistaken payment. An appeal seeking vacation of this judgment by the Court was filed on September 5th and we are awaiting a decision by the Appellate judges. As of December 31, 2018, the attorneys believed that the probability of recovering this sum had fallen to 30%-40% because of the pressure being put by the Executive Branch on the National Court of Justice and the Judiciary in general for rulings not to affect government revenues and because the case involves differences that are based on insufficient documentation supporting the expense. Given the percentage loss (above 50%), the accounting write-off of this recovery has been carried out. As of this date, the Sala Especializada de lo Contencioso Tributario de la Corte Nacional de Justicia has decided by ruling not to accept the appeal, so the Company is analyzing whether to take additional actions or close the process. The company has decided not to continue with the lawsuit.	Disclosed in the Company's consolidated financial statements as of March 2024



Latam Airlines Group S.A.	25° Juzgado Civil de Santiago	C-8903-20	Class Action Lawsuit filed by AGRECU against LATAM Airlines Group S.A. for alleged breaches of the Law on Protection of Consumer Rights due to flight cancellations caused by the COVID-19 Pandemic, requesting the nullity of possible abusive clauses, the imposition of fines and compensation for damages in defense of the collective interest of consumers. LATAM has hired specialist lawyers to undertake its defense	On July 7, 2020 we were notified of the lawsuit. We filed our answer to the claim on August 21, 2020. A settlement was reached with AGRECU at that hearing that was approved by the Court on October 5, 2020. On October 7, 2020, the 25th Civil Court confirmed that the decision approving the settlement was final and binding. CONADECUS filed a brief on October 4, 2020 to become a party and oppose the agreement, which was dismissed on October 5, 2020. It petitioned for an official correction on October 8, 2020 and the annulment of all proceedings on October 22, 2020, which were dismissed, costs payable by CONADECUS, on November 16, 2020 and November 20, 2020, respectively. LATAM presented reports on the implementation of the agreement on May 19, 2021, November 19, 2021 and May 19, 2022, which concluded its obligation to report on that implementation. On December 28, 2022 the Civil Court ordered the filing of the file. The National Consumer and User Association (CONADECUS) filed appeals against these decisions with the Santiago Appellate Court that were joined under Case #14,213-2020. Arguments were made on March 8, 2023. In a decision on August 8, 2023, the Appellate Court dismissed the appeals by CONADECUS, costs included. On August 26, 2023, CONADECUS filed a petition based on technicalities and substance against the Appellate Court ruling in order to have it reversed by the Supreme Court. LATAM petitioned that such appeals be declared inadmissible in a brief filed September 13, 2023. On November 30, 2023, the Supreme Court declared CONADECUS’ petition inadmissible. On December 7, 2023, LATAM petitioned that the Appellate Court determine the costs of the procedure, which must be defrayed by CONADECUS. The procedural costs were set on December 19, 2023 and personal costs were decided on January 3, 2024. The costs of the trial court are currently pending, which were petitioned by LATAM on December 20, 2023. CONADECUS currently has no petitions against the settlement reached between LATAM and AGRECU. Case closed.	Disclosed in the Company's consolidated financial statements as of March 2024
LATAM Finance Limited	Grand Court of the Cayman Islands	—	Request for a provisional bankruptcy process.	On May 26, 2020, LATAM Finance Limited submitted a request for a provisional liquidation in the Grand Court of the Cayman Islands, covered in the reorganization proceeding filed before the Bankruptcy Court of the United States of America, which was accepted on May 27, 2020 by the Grand Court of the Cayman Islands. On September 28, 2020, LATAM Finance Limited filed a petition to suspend the liquidation. On October 9, 2020, the Grand Court of Cayman Islands accepted the petition and extended the status of temporary liquidation for a period of 6 months. On May 13, 2021, LATAM Finance Limited filed a petition to suspend the liquidation. On May 18, 2021, the Grand Court of Cayman Islands accepted the petition and extended the status of temporary liquidation until October 9, 2021. On December 1, 2021, LATAM Finance Limited filed a petition to suspend the liquidation, which was accepted by the Grand Court of Cayman Islands. This extended the status of the provisional liquidation through April 9, 2022. On August 22, 2022, LATAM Finance Limited petitioned for a suspension of the liquidation, which was granted by the Grand Court of the Cayman Islands. The provisional liquidation was extended to October 9, 2022 and the process continues in effect. That petition was sustained by the Grand Court of the Cayman Islands on October 4, 2022. On September 30, 2022, LATAM Finance Limited filed an application for validation of security obligations arising in connection with the DIP to Exit and new DIP facilities. On October 04, 2022, the Grand Court made an Order validating such application. On May 23, 2024, the Grand Court of Cayman Islands approved withdrawal of the petition for a provisional liquidation requested May 8, 2024, and cancelled the appointment of the provisional liquidators of LATAM Finance Limited, thereby putting an end to the status of provisional liquidation of the company in the Cayman Islands. Case closed	Disclosed in the Company's consolidated financial statements as of June 2024



Peuco Finance Limited	Grand Court of the Cayman Islands	—	Request for a bankruptcy process.	provisional	On May 26, 2020, Peuco Finance Limited submitted a request for a provisional liquidation in Grand Court of the Cayman Islands, covered in the reorganization proceeding filed before the Bankruptcy Court of the United States of America, which was accepted on May 27, 2020 by the Grand Court of the Cayman Islands. On September 28, 2020, Peuco Finance Limited filed a petition to suspend the liquidation. On October 9, 2020, the Grand Court of Cayman Islands accepted the petition and extended the status of temporary liquidation for a period of 6 months. The lawsuit continues to be active. On May 13, 2021, Peuco Finance Limited filed a petition to suspend the liquidation. On May 18, 2021, the Grand Court of Cayman Islands accepted the petition and extended the status of temporary liquidation until October 9, 2021. On December 1, 2021, Peuco Finance Limited filed a petition to suspend the liquidation, which was accepted by the Grand Court of Cayman Islands. This extended the status of the provisional liquidation through April 9, 2022. On August 22, 2022, Peuco Finance Limited petitioned for a suspension of the liquidation, which was granted by the Grand Court of the Cayman Islands. The provisional liquidation was extended to October 9, 2022 and the process continues in effect. That petition was sustained by the Grand Court of the Cayman Islands on October 4, 2022. On September 30, 2022, Peuco Finance Limited filed an application for validation of security obligations arising in connection with the DIP to Exit and new DIP facilities. On October 04, 2022, the Grand Court made an Order validating such application. On May 23, 2024, the Grand Court of Cayman Islands approved withdrawal of the petition for a provisional liquidation requested May 8, 2024, and cancelled the appointment of the provisional liquidators of Peuco Finance Limited, thereby putting an end to the status of provisional liquidation of the company in the Cayman Islands. Case closed	Disclosed in the Company's consolidated financial statements as of June 2024
Piquero Leasing Limited	Grand Court of the Cayman Islands	—	Request for a bankruptcy process	provisional	On July 08, 2020, Piquero Leasing Limited submitted a request for a provisional liquidation in Grand Court of the Cayman Islands, covered in the reorganization proceeding filed before the Bankruptcy Court of the United States of America, which was accepted on July 10, 2020, by the Grand Court of the Cayman Islands. Piquero Leasing Limited entered a motion to suspend the liquidation on September 28, 2020. On October 9, 2020 the Grand Court of the Cayman Islands granted the motion and extended the provisional liquidation status for 6 months. On May 13, 2021, Piquero Leasing Limited filed a petition to suspend the liquidation. On May 18, 2021, the Grand Court of Cayman Islands accepted the petition and extended the status of temporary liquidation until October 9, 2021. On December 1, 2021, Piquero Leasing Limited filed a petition to suspend the liquidation, which was accepted by the Grand Court of Cayman Islands. This extended the status of the provisional liquidation through April 9, 2022. On August 22, 2022, Piquero Leasing Limited petitioned for a suspension of the liquidation, which was granted by the Grand Court of the Cayman Islands. The provisional liquidation was extended to October 9, 2022 and the process continues in effect. On May 23, 2024, the Grand Court of Cayman Islands approved withdrawal of the petition for a provisional liquidation requested May 8, 2024, and cancelled the appointment of the provisional liquidators of Piquero Leasing Limited, thereby putting an end to the status of provisional liquidation of the company in the Cayman Islands. Case closed	Disclosed in the Company's consolidated financial statements as of June 2024



Tam Linhas Aéreas S.A.	Secretaria da Receita Federal do Brasil.	10880.722.355/2014-52	On August 19th, 2014 the Federal Tax Service issued a notice of violation stating that compensation credits Program (PIS) and the Contribution for the Financing of Social Security COFINS by TAM are not directly related to the activity of air transport. (a case related to the theory argued by the company on the proportionality of the PIS and COFINS credits).	An objection was filed administratively on September 17, 2014. The lower court rendered a partially favorable ruling on June 1, 2016 that reversed the previous separate fine. A voluntary remedy was filed on June 30, 2015 on which a judgment by the Board of Tax Appeals is pending. The case was sent to the Second Panel of the Fourth Room of the Third Judgment Section of the Board of Tax Appeals (abbreviated as CARF in Portuguese). The CARF judges partially sustained the company’s appeal to pay part of the debt (we did not appeal the other part). The Ministry of Finance of Brazil filed a special remedy. The CARF dismissed the Ministry’s remedy in September 2019, but it filed a complaint that was denied by the CARF. A decision was rendered in favor of the company that cancelled the debt. Case closed.	Disclosed in the Company's consolidated financial statements as of June 2024
TAM Linhas Aéreas S.A.	Tribunal del Trabajo de Brasília/ DF	0000038-25.2021.5.10.0017	This civil suit was filed by the National Pilots Union seeking that the company be ordered to pay for meals daily when pilots are on alert status	The action was considered favorable to TAM and closed	Disclosed in the Company's consolidated financial statements as of June 2024
SNEA (Sindicato Nacional das empresas aeroviárias)	União Federal	0012177-54.2016.4.01.3400	A claim filed by TAM and SNEA against the 72% increase in airport control fees (TAT-ADR) and approach control fees (TAT-APP) charged by the Airspace Control Department (“DECEA”).	On January 30th, 2024, SNEA obtained a favorable court decision from the 2nd Instance (TRF1), regarding its appeal. SNEA filed an appeal (motion for clarification) to clarify missing points regarding the deposits made with the court. On September 24, 2024, a decision was rendered in favor of LATAM Airlines Brazil authorizing it to withdraw 100% of the guarantee deposits after it presents an insurance policy. Considering this resolution, the contingency has been classified as remote, so the company reversed the provision.	Disclosed in the Company's consolidated financial statements as of September 2024



LATAM Airlines Group S.A. Perú	Tribunal Fiscal	12511-2022	Appeal filed on October 11, 2022, against the Intendencia resolution No. 4070140000100, which declared unfounded the claim filed by the Company on September, 20, 2022, against the Determination Resolutions for alleged omissions of the Income Tax corresponding to the period 2014 and associated fines for the violation typified in numeral 1 of article 178 of the Tax Code. The main objections relate to SUNAT's lack of knowledge of the application of article 8 of the CDI between Peru and Chile regarding: i) Income obtained from the exclusivity contract of the Latam Pass program with the Banco de Crédito del Perú, ii) Income from sale of miles to non-airline partners and associated cost (sale of miles from the Latam Pass program to legal companies).	On August 29, 2024, we received service of the Tax Court Decision #07706-4-2024 revoking the part of Intendant Resolution #4070140000100 concerning objections to Income Tax and income tax payments on exclusivity income from Banco de Crédito del Perú and the sale of miles to non-airline partners. It also ordered that the balance owed and the credit for payments made be recalculated. That recalculation does not alter the use of that amount as a compensable credit and bears no relationship to the objections dismissed. However, the National Customs and Tax Administration Commission of Peru (abbreviated as SUNAT, in Spanish) can file a contentious administrative claim with the Superior Court of Justice through November 29, 2024. The contingency has been classified as remote	Disclosed in the Company's consolidated financial statements as of September 2024
LATAM Airlines S.A. Perú	Tribunal Fiscal	Expediente de Apelación N° 2545-2023	Appeal against the resolution of the Intendencia No. 4070140000253 that declared the claim against Determination Resolutions No. 0120030126112 to 0120030126123 and RM No. 0120020037412 to 0120020037423 partially founded. The objections contested through the values indicated above correspond to the taxable base of the IGV for the national interline (domestic national sale).	On September 16, 2022, an appeal was filed against the determination and fine resolutions issued by SUNAT; being that, through Resolution of the Intendencia No. 4070140000253, the claim filed by the company was partially founded and, in addition, (i) it rectified Annexes No. 01, 04, 05 and 06 of RD No. 0120030126112 to No. 0120030126123. , (ii) the Annex to RM N° 0120020037412 to N° 0120020037423, (iii) the balance in favor of the IGV for the tax periods of January and July 2016 contained in RD N° 0120030126112 and 0120030126118; and, (iv) rectified and continued the collection of the tax debt contained in RD No. 0120030126113 to 0120030126117 and 0120030126119 to 0120030126123 and RM No. 0120020037412 to 0120020037423. On January 11, 2023, an appeal was filed against the this resolution which has been resolved and notified on April 10, 2024 through RTF 3149-9-2024, through which the Tax Court has decided to revoke RI No. 4070140000253 and proceed to reliquidate the Tax. On June 28, 2024, notice was received of Intendent Resolution #4070150000505 in which the National Customs and Tax Administration Commission (SUNAT in Spanish) voided the amounts in strict observance of the order by the Administrative Tax Court, thereby concluding this administrative stage, with procedural effects from July 1, 2024. SUNAT did not file a contentious administrative claim with the Superior Court of Justice against Tax Court Decision #3149-9-2024, so the process has ended.	Disclosed in the Company's consolidated financial statements as of September 2024

III. Governmental Investigations.

1) On April 6, 2019, LATAM Airlines Group S.A. received the resolution issued by the National Economic Prosecutor's Office (FNE), which begins an investigation Role No. 2530-19 into the LATAM Pass frequent passenger program. The last activity in this investigation corresponds to request for information received in May 2019.

2) On October 15, 2019, LATAM Airlines Group S.A. received the resolution issued by the National Economic Prosecuting Authority (“FNE”) which begins an investigation Role N°2585-19 into the agreement between LATAM Airlines Group S.A. and Delta Air Lines, Inc (“Delta”). On August 13, 2021 FNE, Delta and LATAM reached an out-of-court agreement that put an end to this investigation. On October 28, 2021, the Tribunal de Defensa de la Libre Competencia approved the out-of-court agreement reached by LATAM and Delta with the FNE. The investigation is completed.

3) LATAM Airlines Group S.A. received a resolution by the National Economic Prosecutor (FNE) on February 1, 2018 beginning Investigation 2484-18 on air cargo carriage. On August 29, 2023, the Office of the National Economic Prosecutor (FNE) decided to separate part of the information from such investigation and created a new Case #2729-23 relative to cargo carriage on charter flights from Santiago to Easter Island during the pandemic. On August 28, 2023, the FNE sent LATAM an Official Ordinary Letter requesting additional information, the response to which was sent on September 27, 2023. An Official Ordinary Letter was received on October 14, 2024 in which the FNE requested additional information from LATAM. That letter was answered on November 4, 2024. The most recent activity in the investigation of Case #2484-18 is an Official Ordinary Letter dated November 21, 2024, which was answered in two parts: the first on December 6, 2024 and the second on December 11, 2024.

4) LATAM Airlines Group S.A. received a resolution by the National Economic Prosecutor (FNE) on August 12, 2021 beginning Investigation N° 2669-21 on compliance with condition VII Res. N° 37/2011 from TDLC related to restrictions as to certain codeshare agreements. On October 2, 2023, the FNE decided to separate part of the information in such investigation. Case #2737-23 will be about the code share agreements between LATAM and Delta that LATAM petitioned be amended; and Case #2669-21 will be about the remaining code share agreements. In relation to the investigation with Role No. 2737-23, dated November 06, 2023, the FNE and LATAM reached an extrajudicial agreement in order to allow certain codeshare agreements between LATAM and Delta to be modified. On December, 7, 2023, TDLC approved the extrajudicial agreement reached by LATAM and the FNE. An Official Ordinary Letter was received on March 4, 2024 in the investigation in Case #2669-21 in which the FNE requested additional information from LATAM. That letter was answered on March 15, 2024. An Official Ordinary Letter was received on April 19, 2024 in which the FNE requested additional information from LATAM. That letter was answered on May 2, 2024. The most recent activity in the investigation of Case #2669-21 is an Official Ordinary Letter dated December 11, 2024, which was answered in two parts: the first on December 26, 2024 and the second on January 8, 2025.

5) The competition authority sent an inquiry [or request] to TAM Linhas Aéreas S.A. (LATAM Airlines Brasil) with the objective of obtaining information regarding certain pricing issues, which was received by the company on November 27, 2023. On December 29, 2023, CADE sent a new request to LATAM Airlines Brasil requesting more complete information, to which LATAM responded in parts, on February 16, 2024, March 11, 2024, March 22, 2024 and June 11, 2024. LATAM Airlines Brasil is cooperating with the authority and remains committed to transparency and compliance with all applicable rules and regulations.

6) The competition authority reacted to an article in the press and sent an official letter [or request] to TAM Linhas Aéreas S.A. (LATAM Airlines Brasil) seeking information on the acquisition of other types of aircraft. The company received it on March 21, 2024 and responded on April 1, 2024. CADE sent a new letter requesting additional information on July 9, which was answered by LATAM Airlines Brasil on July 25, 2024. LATAM Airlines Brasil is cooperating with the authority and maintains its commitment to transparency and compliance with all applicable laws and regulations.

7) Brazilian consumer authorities sent three official letters to LATAM Airlines Brazil in August and September 2024 requesting information on the crash of a Voepass airplane. LATAM Airlines Brazil has a code-share agreement with Voepass. The company answered those letters properly by the deadline. The National Consumer Secretariat decided to archive the procedure due to the sufficiency of the responses presented by the company. The procedures before the Consumer Defense Institute of the State of Paraná (PROCON PR) and the State of

million) and individually for LATAM Airlines Group S.A. and TAM Linhas Aéreas S.A. (with a minimum combined level of US\$400 million).

On October 15, 2024, LATAM Airlines Group S.A. received the funds from its issuance of secured bonds at 7.875% maturing in 2030 (“2030 Notes,” together with the 2029 Notes, the “Notes”) for a total principal amount of US\$1.4 billion. The Exit RCF and the Notes share the same intangible collateral, consisting primarily of the FFP business (LATAM Pass loyalty program), the cargo business, certain slots, gates, and routes, as well as intellectual property and LATAM trademarks. Additionally, the agreements include a minimum liquidity covenant requiring the Company to maintain a minimum liquidity level, measured at the consolidated level of the Company (LATAM Airlines Group S.A.), of US\$750 million. The funds received were used to repay the Term Loan B and part of the 2027 Notes.

On November 4, 2024, LATAM Airlines Group S.A., acting through its Florida branch, entered into a new four-year revolving credit facility, secured by spare engines (“Spare Engine Facility”), with, among other institutions, Crédit Agricole Corporate and Investment Bank as loan agent, for a total amount of US\$300 million, of which US\$275 million was drawn on the same day, leaving US\$25 million available for the Company when required. The loan included minimum liquidity covenants measured at the consolidated level of the Company (with a minimum level of US\$750 million) and individually for LATAM Airlines Group S.A. and TAM Linhas Aéreas S.A. (with a combined minimum level of US\$400 million). The funds received were used to fully repay the previous spare engine financing. Finally, this issuance was linked to sustainability (“Sustainability-Linked”), which entails a commitment to reducing CO2 emissions intensity from March 2025 until the maturity of the facility. Compliance or non-compliance with these targets does not result in acceleration of the credit but instead applies a reward or penalty, respectively, on the interest rate.

As of December 31, 2024, the Company complies with the aforementioned minimum liquidity covenants.

b) Other commitments

As of December 31, 2024, the Company maintains valid letters of credit, guarantee notes and guarantee insurance policies, according to the following detail:

Creditor Guarantee	Debtor	Quantity	Type	Value ThUS\$	Release Date
SUPERINTENDENCIA NACIONAL DE ADUANAS Y DE ADMINISTRACION TRIBUTARIA	LATAM Airlines Perú S.A.	50	Letter of Credit	217,753	Jan 5, 2025
SÉTIMA TURMA DO TRIBUNAL REGIONAL FEDERAL DA 1ª REGIÃO - PROCEDIMENTO COMUM CÍVEL - DECEA - 0012177-54.2016.4.01.3400	TAM Linhas Aereas S.A. / ABSA Aerolinhas Brasileiras S.A.	2	Guarantee Insurance	48,483	Apr 20, 2025
ISOCELES	LATAM Airlines Group S.A.	1	Letter of Credit	41,000	Dec 1, 2025
UNIÃO FEDERAL - PGFN	TAM Linhas Aereas S.A. / ABSA Aerolinhas Brasileiras S.A.	21	Guarantee Insurance	170,588	Apr 14, 2025
TRIBUNAL DE JUSTIÇADOESTADODABAHIA VARA DAS EXECUÇÕES FISCAIS ESTADUAIS DE SÃO PAULO - FORO DAS EXECUÇÕES FISCAIS DE SÃO PAULO	TAM Linhas Aereas S.A.	1	Guarantee Insurance	5,216	Jun 27, 2029
AMERICAN ALTERNATIVE INS. CO. C/O ROANOKE INS. GROUP INC	TAM Linhas Aereas S.A.	2	Guarantee Insurance	9,460	Mar 4, 2025
TRIBUNAL DE JUSTIÇA DO ESTADO DE SÃO PAULO	LATAM Airlines Group S.A.	23	Letter of Credit	7,457	Feb 1, 2025
BBVA	ABSA Aerolinhas Brasileiras S.A.	2	Guarantee Insurance	6,040	Dec 31, 2999
1º VARA DE EXECUÇÕES FISCAIS E DE CRIMES CONTRA A ORDEM TRIB DA COM DE FORTALEZA	LATAM Airlines Group S.A.	1	Letter of Credit	3,800	Jan 23, 2025
ARQUITETURA DE PROTEÇÃO E DEFESA DO CONSUMIDOR DO ESTADO DO RJ	TAM Linhas Aereas S.A.	1	Guarantee Insurance	2,816	Dec 31, 2999
13ª VARA FEDERAL DA SEÇÃO JUDICIÁRIA DO DISTRITO FEDERAL/DF	TAM Linhas Aereas S.A.	1	Guarantee Insurance	1,148	Dec 31, 2999
		1	Letter of Credit	1,780	Dec 31, 2999



São Paulo (PROCON SP) are still ongoing. LATAM Airlines Brazil also received an official letter from the Office of the Public Prosecutor on August 12, 2024, which it answered on August 27, 2024. On September 5, 2024, the Prosecutor's Office issued a decision to separate the procedure into three specific topics: (1) security matters, in which LATAM Airlines Brasil is not a party; (2) consumer matters, with two representations filed; and (3) compensation matters, which will be closed due to the Reparation Program (PR 2283).

IV. CMF Research Unit Result

On December 19, 2024, through Exempt Resolution No. 12095, the Financial Market Commission (CMF) informed LATAM Airlines Group S.A. of the application of Censure, as a result of the investigation process initiated in August of that year due to delays of only 9 hours and 38 minutes in relation to the deadlines established by General Regulation (NCG) 30 issue by the regulatory entity for the submission of the XBRL file for the financial statements corresponding to the third quarter of 2020, the date on which the Company was in its reorganization process under Chapter 11, as a result of the pandemic.

NOTE 31 - COMMITMENTS

(a) Commitments arising from loans

In relation to certain contracts committed by the Company for the financing of the Boeing 777 aircraft, which are guaranteed by the Export – Import Bank of the United States of America, limits have been established for some financial indicators of LATAM Airlines Group S.A. on a consolidated basis. Under no circumstance does non-compliance with these limits generate loan acceleration.

The Company and its subsidiaries do not have credit agreements that impose limits on financial indicators of the Company or its subsidiaries, with the exception of those detailed below:

On July 15, 2024, LATAM Airlines Group S.A., acting through its Florida branch, amended, increased and extended the 2022 revolving credit facility (“Exit RCF”) from US\$500 million to US\$750 million with a consortium of nine banks led by JP Morgan Chase Bank, N.A. As of December 31, 2024, this credit facility is undrawn and fully available. Additionally, LATAM Airlines Group S.A., together with Professional Airline Services Inc., a Florida corporation and wholly owned subsidiary of LATAM Airlines Group S.A., issued: (i) on October 12, 2022, as amended on November 3, 2022, a five-year loan (“Term Loan B”) for US\$1.1 billion (on October 15, 2024, this loan was fully repaid), (ii) on October 18, 2022, senior secured notes at 13.375% maturing in 2027 (“2027 Notes”) for a total principal amount of US\$450 million (on October 15, 2024, this loan was fully repaid), and (iii) on October 18, 2022, senior secured notes at 13.375% maturing in 2029 (“2029 Notes,” together with the 2027 Notes, the “Notes”) for a total principal amount of US\$700 million. The Exit RCF, the Term Loan B, and the Notes (collectively, the “Exit Financing”) share the same intangible collateral, consisting primarily of the FFP business (LATAM Pass loyalty program), the cargo business, certain slots, gates, and routes, as well as intellectual property and LATAM trademarks. The Exit Financing contains certain covenants that limit the ability of the Company and its subsidiaries to, among other things, make certain types of restricted payments, incur debt or liens, merge or consolidate with others, dispose of assets, enter into certain affiliate transactions, engage in certain business activities, or make certain investments. Additionally, the agreements include a minimum liquidity covenant requiring the Company to maintain a minimum liquidity level, measured at the consolidated level of the Company (LATAM Airlines Group S.A.), of US\$750 million.

On July 15, 2024, LATAM Airlines Group S.A., acting through its Florida branch, amended, increased and extended the 2016 revolving credit facility (“RCF”) with a consortium of nine financial institutions led by Citibank, N.A., guaranteed by aircraft, engines and spare parts for a total committed amount from US\$600 million to US\$800 million. The RCF includes restrictions of minimum liquidity measured at the consolidated Company level (with a minimum level of US\$750 million) and measured individually for LATAM Airlines Group S.A. and TAM Linhas Aéreas S.A. (with a minimum level of US\$400 million). Compliance with these restrictions is a prerequisite for drawing under the line; if the line is used, compliance with said restrictions must be reported periodically, and non-compliance with these restrictions may trigger an acceleration of the loan. As of December 31, 2024, this line of credit is undrawn and fully available.

On November 3, 2022, LATAM Airlines Group S.A., acting through its Florida branch, entered into a five-year loan agreement (“Spare Engine Facility”) with, among other institutions, Crédit Agricole Corporate and Investment Bank, acting through its New York branch as loan agent, secured by spare engines for a principal amount of US\$275 million. As of November 4, 2024, this loan was fully repaid. The loan included minimum liquidity covenants measured at the consolidated level of the Company (with a minimum level of US\$750

Creditor Guarantee	Debtor	Quantity	Type	Value ThUS\$	Release Date
14ª VARA FEDERAL DA SEÇÃO JUDICIÁRIA DO DISTRITO FEDERAL / TRIBUNAL: 7ª TURMA DO TRIBUNAL REGIONAL FEDERAL DA 1ª REGIÃO - ANULATÓRIA N.º 0007263-25.2008.4.01.3400	TAM Linhas Aereas S.A.	1	Guarantee Insurance	1,627	May 29, 2025
JFK INTERNATIONAL AIR TERMINAL LLC	LATAM Airlines Group S.A.	1	Letter of Credit	2,300	Jan 27, 2025
METROPOLITAN DADE CONTY (MIAMI - DADE AVIATION DEPARTMENT)	LATAM Airlines Group S.A.	5	Letter of Credit	3,649	Mar 13, 2025
SOCIEDAD CONCESIONARIA NUEVO PUDAHUEL S.A.	LATAM Airlines Group S.A.	19	Letter of Credit	2,599	Mar 27, 2025
FUNDACAO DE PROTECAO E DEFESA DO CONSUMIDOR PROCON	TAM Linhas Aereas S.A.	11	Guarantee Insurance	19,214	Nov 17, 2025
BOND SAFEGUARD INSURANCE COMPANY	TAM Linhas Aereas S.A.	1	Guarantee Insurance	2,700	Jul 20, 2025
LIMA AIRPORT PARTNERS S.R.L.	LATAM Airlines Group S.A.	20	Letter of Credit	4,295	Feb 12, 2025
JUIZO DE DIREITO DA VARA DA FAZENDA PUBLICA ESTADUAL DA COMARCA DA CAPITAL DO ESTADO DO RIO DE JANEIRO	TAM Linhas Aereas S.A.	1	Guarantee Insurance	1,240	Dec 31, 2999
MUNICIPIO DO RIO DE JANEIRO	TAM Linhas Aereas S.A.	2	Guarantee Insurance	1,472	Dec 31, 2999
AENA AEROPUERTOS S.A	LATAM Airlines Group S.A.	3	Letter of Credit	2,412	Nov 15, 2025
CORPAC S.A.	LATAM Airlines Perú S.A.	22	Letter of Credit	4,623	Jan 29, 2025
CITY OF LOS ANGELES, DEPARTMENT OF AIRPORTS	LATAM Airlines Group S.A.	7	Letter of Credit	1,810	Feb 6, 2025
			Total	563,482	

Letters of credit related to right-of-use assets are included in Note 16 Property, plant and equipment letter (d) Additional information Property, plant and equipment, in numeral (i) Property, plant and equipment delivered as collateral.

NOTE 32 - TRANSACTIONS WITH RELATED PARTIES

(a) Details of transactions with related parties as follows:

Tax No.	Related party	Nature of relationship with related parties	Country of origin	Nature of related parties transactions	Currency	For the year ended December 31,	
						2024	2023
						ThUS\$	ThUS\$
96.810.370-9	Inversiones Costa Verde S.A.	Related director	Chile	Tickets sales	CLP	142	124
78.180.506-1	Inversiones Costa Verde Ltda. y CPA.	Related director	Chile	Dividends	CLP	(2)	—
76.183.853-9	Costa Verde Inversiones Financieras S.A.	Related director	Chile	Tickets sales	CLP	16	—
				Dividends	CLP	(1,904)	—
81.062.300-4	Costa Verde Aeronautica S.A.	Common shareholder	Chile	Dividends	CLP	(6,870)	—
Foreign	Inversora Aeronáutica Argentina S.A.	Related director	Argentina	Real estate leases received	ARS	(5)	(59)
				Expense recovery	ARS	—	3
Foreign	Qatar Airways	Indirect shareholder	Qatar	Interlineal received service	US\$	(22,863)	(22,107)
				Interlineal provided service	US\$	32,092	31,020
				Services received of handling	US\$	(88)	(252)
				Services provided of handling	US\$	1,058	—
				Services received miles	US\$	(10,103)	(4,657)
				Services provided miles	US\$	2,783	1,683
				Dividends	US\$	(17,512)	—
				Services provided VIP lounge	US\$	—	—
				Services provided / received others	US\$	776	1,424
				Interlineal received service	US\$	(319,499)	(144,239)
				Interlineal provided service	US\$	213,153	127,145
				Services received miles	US\$	(15,795)	(11,069)
				Services provided miles	US\$	8,335	7,328
				Joint venture	US\$	(10,000)	(10,000)
				Services received of handling	US\$	(7,058)	(3,657)
				Services provided maintenance	US\$	995	—
Foreign	Delta Air Lines, Inc.	Shareholder	U.S.A	Real estates leases provided	US\$	155	86
				Dividends	US\$	(17,535)	—
				Services provided VIP lounge	US\$	1,756	640
				Services provided / received others	US\$	(22)	344

The balances corresponding to Accounts receivable and accounts payable to related entities are disclosed in Note 9.

Transactions between related parties have been carried out under market conditions and duly informed.

(b) Compensation of key management

The Company has defined for these purposes that key management personnel are the executives who define the Company’s policies and macro guidelines and who directly affect the results of the business, considering the levels of Vice-Presidents, Chief Executives and Senior Directors.

	For the year ended December 31,	
	2024	2023
	ThUS\$	ThUS\$
Remuneration	12,354	12,815
Board compensation	1,786	1,429
Non-monetary benefits	423	606
Short-term benefits	17,483	13,604
Termination benefits (*)	1,341	59
Total	33,387	28,513

In accordance with current legislation, the Ordinary Shareholders’ Meeting held on April 20, 2023, determined the amount of the annual remuneration for the Board for the period from that date until the next Ordinary Shareholders’ Meeting scheduled to take place within the first quarter of 2024. In this context, in addition to the base remuneration, an additional remuneration was approved for each Board member, with an incremental amount based on the following criteria:

(a) During the first year following their appointment, until November 15, 2023, provided that the Director serves continuously in their position, each Director will be entitled to receive an additional amount to the base remuneration, equivalent to 9,226,234 units of remuneration or “URAs.”

(b) For the second year following their appointment, covering the period from the end of the first anniversary since their designation until November 15, 2024, under the same condition mentioned previously and approved by the Ordinary Shareholders’ Meeting in the first quarter of 2024, each Director will be entitled to receive another additional amount equivalent to 9,226,234 URAs.

(c) Likewise, each Director who becomes part of the Board Committee will also receive, as additional compensation, a variable amount equivalent to an additional one-third (1/3) calculated on the incremental remuneration that the respective Committee member is entitled to as a Director, in accordance with the resolution of the Ordinary Shareholders’ Meeting.

For payment purposes, the value of each URA will be considered as referentially equivalent to the price of a company’s share. Consequently, URAs will be paid at the weighted average price of stock market transactions of the company’s shares during the 10 business days preceding the effective date (“Weighted Average Price”). For the calculation of the Weighted Average Price, transactions on national stock exchanges, as well as those on foreign exchanges recognized at the national level where LATAM’s American Depositary Shares may eventually be listed again, will be taken into account.



The amounts paid for this concept, in accordance with the above, are:

	Paid during the year	
	2024	2023
	ThUS\$	ThUS\$
URAs Directors	763	481
URAs Board Committee	85	53
Total	848	534

NOTE 33 - SHARE-BASED PAYMENTS

(a) LP3 compensation plans (2020-2023)

The Company implemented a program for a group of executives, which existed until March 2023, with a demand period between October 2020 and March 2023, where the collection percentage was annual and cumulative. The methodology is an estimate of the number of units, where a goal of the value of the action is set.

The benefit is vested if the target of the share price defined in each year is met. In case the benefit accumulates up to the last year the total benefit is doubled (in case the share price is achieved).

This Compensation Plan was finally not executed because the share price required for its collection is below the initial target.

(b) CIP (Corporate Incentive Plan)

As indicated in Note 22, in the context of the exit from Chapter 11 Proceedings, the Company implemented a talent retention program for the Company's employees, which is divided into three categories. The first one (i.e., Non-Executive Employees) simply contemplates guaranteed payments in cash to the respective employees on certain dates depending on the country where the employee is hired. On the other hand, the remaining two categories (i.e., Non-GEM Executives and GEM Executives) contemplated the granting of synthetic units of remuneration (the "Units") that, by reference, are considered as equivalent to the price of one share of LATAM Airlines Group S.A. and consequently, in case they become effective, grant the worker the right to receive the payment in cash that results from multiplying the number of Units that are pay for the value per share of LATAM Airlines Group S.A. that must be considered in accordance with the CIP.

Below are more details of these two categories.

Non-GEM Executives

The first subprogram applies to senior executives not part of the GEM (Global Executive Meeting - Senior Managers, Managers, Deputy Managers). In this context, this program contemplates two different bonuses: (1) a retention bonus, consisting of the amount in money resulting from Units that are assigned to the respective employee and these Units being paid 20% on month 15 and 80% at month 24, in each case, counted from Exit date from the Chapter 11 Procedure (i.e., November 3, 2022) (the "Exit Date"). This is consequently, a guaranteed payment for these employees; and (2) a bonus associated to the performance defined on based on the compliance of certain financial indicators of LATAM Airlines Group S.A. and its subsidiaries, which is reflected in Note 19(b), becoming effective 20% at month 15 and 80% at month 24, in each case, from the Exit Date. Consequently, this is a temporary payment that is only made if these indicators are met.

GEM Executives

Applies to senior executives of the Company who are part of the GEM (CEO and employees whose job description is "vice presidents" or "directors"). Employees that participating in this program are eligible to receive cash payments for Units. These Units are as follows:

1. "RSUs" (Retention Shares Units): That is, Units associated with the employee's permanence in the Company, and consequently, are associated with the passage of time. In its totality, the CIP contemplates up to 3,107,603,293 RSUs which are made effective by partialities in the terms indicated below.

As a general rule, RSUs will be eligible to become effective at the rate of one third on each of the following dates: month 24, month 36 and month 42, in each case, counted from the Exit Date. The mentioned above, subject to the occurrence of a trigger event related to the volume of transactions of securities issued by LATAM Airlines Group S.A. in the terms contemplated in the CIP (hereinafter, a "VTE" – Volume Triggering Event). The number of RSUs actually paid will be determined based on the net resources accumulated as a result of a VTE on the respective determination date (hereinafter, this adjustment will be referred to as the "Pro Rata Factor").

Notwithstanding the mentioned above, the CIP also contemplates a "Minimum Guaranteed Vesting" according to which, the percentage of RSUs indicated below will be effective on each date indicated, even if a VTE has not occurred. The foregoing, net of the RSUs that may eventually have become effective previously.

Minimum Guaranteed Vesting of RSUs	
	Percentage of Units that become effective
Month 30 from Exit Date	20%
Month 42 from Exit Date	30%
Month 60 from Exit Date	50%

2. "PSUs" (Performance Shares Units): That is, Units associated with both the employee's permanence in the Company and the performance of LATAM Airlines Group S.A. measured according to the share price. Consequently, like RSUs, these Units are associated with the passage of time. However, PSUs also consider the market value of the share of LATAM Airlines Group S.A. considering a liquid market. However, as long as there is no such liquid market, the share price will be determined on the basis of representative transactions. In its totality, the CIP contemplates up to 4,251,780,158 PSUs which are made effective by partialities in the terms indicated below.

As a general rule, PSUs will be eligible to become effective at the rate of one third on each of the following dates: month 24, month 36 and month 42, in each case, counted from the Exit Date. The foregoing, subject to (i) a VTE having occurred; and (ii) that the quotient (hereinafter, the "Net Price/ERO (Equity Rights offering) Quotient") between the net price of sales originating in a VTE, divided by the price of share at which the shares issued were placed under the capital increase agreed at the extraordinary shareholders' meeting of LATAM Airlines Group S.A. dated July 5, 2022 (that is, US\$0.01083865799), is greater than 150%. The number of PSUs that actually becomes effective will be determined according to the Factor Pro Rata and the Quotient Net Price/ERO Price).

From the above it flows that the PSUs constitute an eventual and not guaranteed payment.

In addition, some of the GEM Executives will also be entitled to receive a fixed and guaranteed payment in cash ("MPP" – Management Protection Plan) on certain dates under the Plan, at the rate of 33% in the month 18, 34% in the month 24 and 33% in the 30th month, all from the Exit Date. On the other hand, those employees who are eligible for this MPP will also be eligible for a limited number of additional RSUs ("MPP Based RSUs"). In its totality, the CIP includes 1,438,926,658 MPP based RSUs. As a general rule, MPP Based RSUs will be eligible to become effective on the same terms and conditions as RSUs; however, that they will be eligible to become effective at a rate of one third on each of the following dates: month 18, month 24 and month

30, in each case, from the Exit Date. The valuation of these Units will be equivalent to the value of the Company's share less the ERO Price at the time they become effective.

In all cases, the respective employees must have remained as such in the Company at the corresponding accrual date to qualify for these benefits.

Given the characteristics of this program, it has been recorded in accordance with the provisions of IFRS 2 "Share-based payments" and has been considered as a "cash settlement award" and, therefore, recorded at fair value as a liability that is part of the items Trade and other accounts payables and Provisions for employee benefits, non-current, which is updated at the closing date of each financial statement with effect on profit or loss for the period and classified in the line "Administrative expenses" of the Consolidated Statement of Income by function.

The fair value has been determined on the basis of the current share price and the best estimate of the future value of the Company's share, multiplied by the number of underlying units granted. This estimate was made based on the Company's Business Plan and its main indicators such as EBITDAR, adjusted net debt.

The movement of units as of December 31, 2023 and December 31, 2024 , is as follows:

	Opening balance as of 01.01.2023	Granted during the period	Vested	Exercised during the period	Forfeited during the period	Closing balance as of December 31, 2023
RSU - Retention	—	3,107,603,293	—	—	(121,146,360)	2,986,456,933
PSU - Performance	—	4,251,780,158	—	—	(242,192,091)	4,009,588,067
MPP BASED RSU - Protection	—	1,438,926,658	—	—	(192,047,245)	1,246,879,413
Total	—	8,798,310,109	—	—	(555,385,696)	8,242,924,413

	Opening balance as of 01.01.2024	Granted during the period	Vested	Exercised during the period	Forfeited during the period	Closing balance as of December 31, 2024
RSU - Retention	2,986,456,933	35,468,268	—	(692,032,415)	(91,282,871)	2,238,609,915
PSU - Performance	4,009,588,067	42,034,943	—	—	(89,352,930)	3,962,270,080
MPP BASED RSU - Protection	1,246,879,413	—	—	—	(60,388,760)	1,186,490,653
Total	8,242,924,413	77,503,211	—	(692,032,415)	(241,024,561)	7,387,370,648

NOTE 34 - STATEMENT OF CASH FLOWS

(a) The Company has carried out the following transactions with non-monetary impact transactions mainly related to financial lease and lease liabilities, which are described in Note 19 Other financial liabilities.

(b) Other inflows (outflows) of cash:

	For the year ended December 31,	
	2024	2023
	ThUS\$	ThUS\$
Restricted Advances	—	20,572
Bank commissions, taxes paid and other	(3,355)	(2,173)
Taxes on financial transactions	(10,563)	(6,803)
Guarantees	73,074	4,406
Judicial deposits	54,356	(16,349)
Fuel derivatives and currency	31,853	30,413
Derivative margin guarantees	10,902	(2,559)
Payment for derivatives premiums	(43,902)	(47,853)
Insurance recovery	9,788	—
Total Other inflows (outflows) Operation activities	122,153	(20,346)
Recoveries of credits and Guarantee deposit received from the sale of aircraft	34,469	48,258
Insurance recovery	—	11,000
Recoveries of credits received	—	—
Total Other inflows (outflows) Investment activities	34,469	59,258
Interest rate derivatives	1,456	15,934
Taxes on financial transactions	—	(4,529)
Others recovery	510	—
Costs associated with financing	(64,146)	—
Withholding tax	(11,689)	—
Total Other inflows (outflows) Financing activities	(73,869)	11,405

(c) Dividends:

	For the year ended December 31,	
	2024	2023
	ThUS\$	ThUS\$
Latam Airlines Group S.A.	(174,549)	—
Transportes Aéreos del Mercosur S.A. (*)	(289)	—
Total dividends paid	(174,838)	—

(*) Dividends paid to minority shareholders



(d) Reconciliation of liabilities arising from financing activities:

Obligations with financial institutions	As of December 31, 2023	Cash flows				Non cash-Flow Movements	As of December 31, 2024
		Obtainment	Payment		Interest accrued and others		
			Capital (*)	Capital (**)		Interests	
		ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	
Bank loans	1,029,434	—	(1,089,000)	(167,026)	—	226,592	—
Guaranteed obligations	303,922	99,000	(28,938)	(19,908)	—	19,967	374,043
Other guaranteed obligations	430,350	272,112	(330,870)	(39,066)	—	42,225	374,751
Obligation with the public	1,302,838	1,378,948	(450,000)	(156,862)	(10,870)	175,249	2,239,303
Financial leases	901,546	—	(105,734)	(46,596)	—	50,557	799,773
Other loans	104	—	—	—	—	(104)	—
Lease liability	2,967,994	—	(344,038)	(288,176)	—	1,026,801	3,362,581
Total Obligations with financial institutions	6,936,188	1,750,060	(2,348,580)	(717,634)	(10,870)	1,541,287	7,150,451

Obligations with financial institutions	As of December 31, 2022	Cash flows			Non cash-Flow Movements		As of December 31, 2023
		Obtainment Capital (*)	Payment		Interest accrued and others	Reclassifications	
			Capital (**)	Interests			
Bank loans	1,385,995	—	(81,952)	(153,791)	189,272	(310,090)	1,029,434
Guaranteed obligations	325,061	—	(19,726)	(20,309)	20,686	(1,790)	303,922
Other guaranteed obligations	474,304	—	(56,519)	(42,283)	43,037	11,811	430,350
Obligation with the public	1,289,799	—	—	(155,655)	168,694	—	1,302,838
Financial leases	1,088,239	—	(183,374)	(48,272)	58,076	(13,123)	901,546
Other loans	2,028	—	(434)	—	(70)	(1,420)	104
Lease liability	2,216,454	—	(225,358)	(173,924)	1,150,822	—	2,967,994
Total Obligations with financial institutions	6,781,880	—	(567,363)	(594,234)	1,630,517	(314,612)	6,936,188

(*) During the year 2024 the Company obtained ThUS\$1,750,060 imports from long-term loans. For the year 2023, the Company did not obtain financing.

(**) As of December 31, 2024, under the cash flows from financing activities are presented loan repayments of ThUS\$2,004,542 and payments of lease liabilities of ThUS\$344,038 (ThUS\$342,005 and ThUS\$225,358, respectively as of December 31, 2023).

Below are the details obtained (payments) of flows related to financing:

Flow of	For the year ended December 31,					
	2024			2023		
	Capital raising	Payments		Capital raising	Payments	
		Capital	Interest		Capital	Interest
	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$
Aircraft financing	99,000	(198,774)	(69,249)	—	(251,388)	(76,497)
Lease liability	—	(344,038)	(288,176)	—	(225,358)	(173,924)
Non-aircraft financing	1,651,060	(1,805,768)	(360,209)	—	(90,617)	(343,813)
Total obligations with Financial institutions	1,750,060	(2,348,580)	(717,634)	—	(567,363)	(594,234)

(e) Advances of aircraft and engines

Corresponds to the cash flows associated with aircraft and engines purchases, which are included in the statement of consolidated cash flows, within Purchases of property, plant and equipment.

	For the year ended December 31,		
	2024	2023	2022
	ThUS\$	ThUS\$	ThUS\$
Increases (payments)	(219,010)	(142,782)	(23,118)
Recoveries	34,379	215,362	3,037
Total cash flows	(184,631)	72,580	(20,081)

(f) Additions of property, plant and equipment and Intangibles

	For the year ended December 31,	
	2024	2023
	ThUS\$	ThUS\$
Net cash flows from		
Purchases of property, plant and equipment	1,325,463	795,787
Additions associated with maintenance	358,475	337,126
Other additions	966,988	458,661
Purchases of intangible assets	94,412	68,052
Other additions	94,412	68,052



(g) The net effect of the application of hyperinflation in the consolidated cash flow statement corresponds to:

	For the year ended December 31,	
	2024	2023
	ThUS\$	ThUS\$
Net cash flows from (used in) operating activities	6,256	(47,569)
Net cash flows from (used in) investment activities	819	3,661
Effects of variation in the exchange rate on cash and cash equivalents	(7,075)	43,908
Net increase (decrease) in cash and cash equivalents	—	—

(h) Payments of leased maintenance

Payments to suppliers for the supply of goods and services include the value paid associated with leased maintenance capitalizations for ThUS\$246,429 (ThUS\$294,549 as of December 31, 2023).

NOTE 35 - THE ENVIRONMENT

LATAM Airlines Group S.A is committed to sustainable development, seeking to generate social, economic, and environmental value for the countries where it operates and for all its stakeholders. The Group manages socio-environmental matters at a corporate level, centralized in the Corporate Affairs and Sustainability Department. The Group is committed to monitoring and mitigating its impacts on the environment in all its ground and air operations, being a key element in the solution, and searching for alternatives to the challenges of the company and its environment.

The main functions of Corporate Affairs and Sustainability Department in environmental matters, together with the various areas of the company, include ensuring compliance of legal environmental regulations in all the countries, implementing and maintaining a corporate environmental management system, the efficient use of non-renewable resources such as aircraft fuel, implement measures for the valorization and diversion of landfill waste, and the development of programs and actions that allow it to reduce its greenhouse gas emissions, seeking to generate environmental social and economic benefits for the company and the countries where it operates.

LATAM's sustainability strategy that was launched in 2021 is based on 4 pillars: Environmental Management System, Climate Change Management, Circular Economy and Shared Value. With these pillars, the company seeks to generate social, environmental and economic value for society and the company, anticipating the risks inherent in the sustainability challenges which are viewed by the current and future scenarios.

The aspects addressed in each pillar within the strategy are presented below:

Environmental Management

To safeguard environmental regulatory compliance with the different regulations applicable to LATAM group operations, the company has strengthened the operation of its environmental management system, turning it into a preventive tool that allows it to respond in an agile and planned manner to an internal and external context. dynamic in regulatory matters, allowing it to adopt good industry practices and improve its environmental performance.

In October 2024, we re-certified the Miami Cargo base under ISO 140001:2015 standard. The scope of this certification is Air cargo transportation services and the maintenance of its aircraft in Miami. LAN CARGO EMS activities include ORG (Corporate and Administrative activities); GRH (Ground Activities); MNT (Maintenance activities); CGO (Cargo and Warehouse activities); and SEC (Security, Safety, and Environmental activities).

Climate Change Management

Aiming to manage its carbon footprint and to contribute to the preservation and conservation of some of the region's key ecosystems, LATAM seeks to advance in its Net Zero roadmap in a sustainable manner with the environment, the communities it serves and with the business, for which it bases its strategy on the following fronts:

Efficient Operation: Through LATAM Fuel Efficiency, LATAM's corporate fuel efficiency program that considers initiatives in all areas of the company that aim to reduce fuel consumption.

Sustainable Aviation Fuels (SAF): Given the importance of SAF to mitigate climate change in the long term, LATAM is working towards creating the enabling conditions in the region to foster the development of SAF. For this, it co.-financed, together with Airbus, an independent study conducted by the Massachusetts Institute of Technology (MIT) with the objective of creating public policy recommendations that contribute to the industry's decarbonization. The Group is focused on exploring opportunities in Brazil and Colombia, which have proven experience in the biofuels industry; and Chile, a country with high potential for green hydrogen development.

New Technologies: Renewing the fleet by incorporating the latest generation of aircrafts contributes to the reduction of emissions, given that, according to the manufacturer's data, new generation aircrafts consume between 20 and 25% less fuel compared to previous generations.

Emissions offsetting: LATAM has a comprehensive commitment to the environment and thus has established strategic partnerships that will allow, not only to acquire carbon credits as a complementary measure to offset emissions, but also to contribute to the preservation and conservation of strategic ecosystems in the region.

With this fronts and initiatives, the Group focuses on scope 1 emissions reductions, or in other words, on reducing the amount of carbon dioxide emissions per passenger/ton transported, prioritizing reduction over offsetting..

During 2024, LATAM announced its first sustainability linked financing, subscribing to USD\$ 300 million credit, under which it can receive price adjustment based on its performance in relation to its carbon dioxide emissions intensity measured as tons of CO2 emissions / revenue per ton-kilometer (RTK).

Circular Economy

LATAM has outlined its roadmap by promoting a circular economy from the design of its materials and processes to the reduction and valorization of its waste, considering differentiated actions according to the type of operation and material.

By the end of 2024, LATAM achieved the elimination of 97% of single-use plastics from its operations, equivalent to more than 1,738 tons. The remaining 3% corresponds to items not replaced due to legal, sanitary, or operational restrictions.

Additionally, an evaluation of the valorization potential was developed in the main operations of Santiago (Chile), Sao Carlos (Brazil), and Bogotá (Colombia) to estimate the technical limit of waste valorization, and continued strengthening the waste management systems in Chile and Brazil.

Our Lounge at Santiago de Chile airport generates 455 tons of waste in one year, and LATAM managed to recycle 76%, which includes composting orange peels, uneaten passenger food, and organic kitchen waste, among others.

Regarding the “Recicla tu Viaje” program present on domestic flights in our network, we expanded the scope of recycling to include Tetra Pak in Chile and Brazil. With this, the LATAM group managed to recycle more than 280 tons of waste from our flight operations. This figure includes the recycling of PET plastic bottles from water and soft drinks in BR, CL, CO, EC, and PE, and Tetra Pak from juice and dairy cartons used on domestic flights in Brazil and Chile, a 64% improvement over 2023. Additionally, for the second consecutive year, we received the Onboard Hospitality magazine award for Sustainable Onboard Service for the "Recicla Sua Viagem" program in Brazil (114 tons of PET bottles in 2023).

On our onboard service, we significantly reduced fresh food waste by implementing artificial intelligence. This system helps us more accurately predict the amount of food we need to load on each flight, thus avoiding excess

catering. Since its implementation, this excess has been reduced by more than 60%, preventing the waste of more than 200,000 fresh food services.

Regarding our cargo operations in Chile, this year we implemented high-density red plastic pallets. These pallets replace traditional wooden and conventional plastic pallets, improving operational efficiency due to their greater durability.

Finally, the Segundo Vuelo Perú program was awarded by Corresponsables in Spain. Segundo Vuelo, a program present in Chile, Brazil, Peru, Colombia, Ecuador, and Paraguay, collaborates with local communities that receive discarded LATAM uniforms to transform them into new products. This initiative not only reduces the environmental impact of textile waste but also contributes to the sustainable development of communities, job creation, and responsible consumption.

Shared Value

The "Solidarity Plane" program stands out regarding shared value creation. It was created in 2011, and through it, LATAM provides society with its structure, connectivity, passenger, and cargo transportation free of charge to support the needs of the region. The program operates in three areas.

Health Solidary Plane: On disposition for the community, to serve as an aerial bridge to provide support to different necessities of well-being and health of the region. Focus on the patient, health professional and medical supplies transportation.

Environmental Solidary Plane: flora and fauna transportation for its conservation, transportation of scientists and members of environmental institutions that travel to guard the region's ecosystem. Support is also provided in transferring waste from islands to Latin America mainland.

Natural Disaster Solidary Plane: transportation of humanitarian aid in response to floods, fires, earthquakes, tsunamis and volcanic explosions.

In 2024 we worked with 47 organizations in South America resulting in the transportation of 4877 passengers and 744 tonnes of humanitarian cargo.

Finally, as part of the strength program search, the development of a methodology to measure the social and environmental program impact (Social Return Investment) was incorporated.

Corporate Sustainability Assessment (CSA) of S&P Global

Globally, LATAM is the fifth airline with the best performance in sustainability according to the corporate sustainability Assessment (CSA) of S&P Global in December 2024. The international risk rating agency measures the environmental, social and corporate governance practices of companies.

This allowed us, after five years, to be included again in the Dow Jones Sustainability Index list of Chile and the MILA Pacific Alliance, which recognizes companies from Chile, Colombia and Peru.

NOTE 36 - EVENTS SUBSEQUENT TO THE DATE OF THE FINANCIAL STATEMENTS

After December 31, 2024 and up to the date of issuance of these financial statements, there is no knowledge of other events of a financial or other nature that significantly affect the balances or their interpretation.

The consolidated financial statements of LATAM Airlines Group S.A. and Subsidiaries as of December 31, 2024, have been approved in the Extraordinary Session of the Board of Directors on January 30, 2025.

AFFILIATES AND SUBSIDIARIES

NCG 519: 6.5.1 SUBSIDIARIAS Y ASOCIADAS

During the last financial year, LATAM had commercial relationships with its subsidiaries in terms of fleet and services, which are expected to continue through 2025.

The acts and contracts entered into between LATAM and its affiliates and the results obtained are presented in detail in the Financial Statements, including the following:

Technical Training LATAM S.A.: during this financial year, Technical Training LATAM S.A. rendered technical training services to LATAM and its subsidiaries.- Lan Cargo S.A. and affiliates: Lan Cargo S.A. and its subsidiaries provided services to LATAM related to aircraft leasing, cargo transportation, crew leasing and other service rendering contracts. On the other hand, LATAM provided services to Lan Cargo S.A. and its affiliates related to aircraft leasing, leasing of assets, and other services.

Inversiones Lan S.A.: LATAM and Inversiones Lan S.A. entered into real estate leasing agreements.

Lan Pax Group and affiliates: Lan Pax Group S.A. and its affiliates provided services to LATAM related to aircraft leasing, maintenance and other services. On the other hand, LATAM provided services to Lan

Pax Group S.A. and its affiliates related to aircraft leasing, maintenance, distribution and other services.

LATAM Airlines Perú S.A.: LATAM Airlines Peru S.A. provided services to LATAM related to line maintenance and passenger handling in Peru. On the other hand, LATAM provided services to LATAM Airlines Perú S.A. related to aircraft leasing, aircraft maintenance, and others.

TAM S.A. and affiliates: TAM S.A. and its affiliates entered into contracts with LATAM for the leasing of aircraft and engines, and other service rendering contracts.

LATAM Travel S.R.L.: LATAM Travel S.R.L. provided tour operator services to LATAM.

LATAM Airlines Group S.A.

Name: LATAM Airlines Group S.A.

RUT: 89.862.200-2

Incorporation: It was established as a Limited Liability Company under the trade name “Línea Aérea Nacional-Chile Limitada”, via a public deed dated December 30, 1983 executed at the Notary Office of Mr. Eduardo Avello Arellano; an excerpt of this deed is recorded in the Santiago Commerce Registry on page 20,341 item 11,248 of the year 1983, and published in the Official Gazette on December 31, 1983.

Pursuant to the public deed dated August 20, 1985, executed at the Santiago Notary Office of Mr. Miguel Garay Figueroas Office, the company became a joint-stock corporation known as Línea Aérea Nacional Chile S.A. which, by express provision of Law Number 18,400, has the quality of legal follower of the state-owned company created in the year 1929 under the name Línea Aérea Nacional de Chile, pursuant to the aeronautical and radio communications concessions, traffic rights, and other administrative concessions.

Subsequently, via a public deed dated November 24, 1986, executed at the Santiago Notary Office of Mr. Mario Baros Gonzalez, the company changed its name to "Línea Aérea Nacional-Chile S.A."

Later, via a public deed dated May 15, 1998, executed at the Santiago Notary Office of Mr. Eduardo Pinto Peralta, the company's name was changed to "Lan Chile S.A."

The Extraordinary Shareholders' Meeting of LAN Chile S.A. held on July 23, 2004 resolved to change the name of the company to "LAN Airlines S.A." The minutes of the Extraordinary Shareholders' Meeting were reduced to public deed on July 28, 2004, at the Santiago Notary Office of Mr. Ivan Torrealba Acevedo. An excerpt of said deed was recorded in the Real Estate Registry of the Santiago Registry of Commerce on page 25,128 item 18,764 of the year 2004 and published in the Official Gazette on August 21, 2004. The effective date for the trade name change was September 8, 2004.

The Extraordinary Shareholders’ Meeting of LAN Chile S.A. held on December 21, 2011, agreed to change the name of the company to “LATAM Airlines Group S.A.”. An excerpt of the deed to which the Minutes of said Meeting referred was recorded in the Santiago Commerce Registry on page 4,238 item 2,921 of the year 2012, and published in the Official Gazette on January 14, 2012. The effective date for the name change was June 22, 2012.

LATAM Airlines Group S.A. is ruled by the regulation applicable to open stock companies, and registered to this effect under number 0306, dated January 22, 1987, in the Securities Register of the Financial Market Commission (CMF for its Spanish acronym).

Registered address: Presidente Riesco 5711, Las Condes, Santiago, Chile.

Note: A summary of the affiliates’ Financial Statements is presented herein. The full information is available to the public in the offices of LATAM and at the Superintendency of Securities and Insurance(SVS).

TAM S.A. AND SUBSIDIARIES

Name: TAM S.A.

Incorporation: Joint Stock Corporation established in Brazil in 1997.

Purpose: To participate as a shareholder in other companies, particularly those operating scheduled air transport services on a national and international level, as well as activities connected, related, and complementary to scheduled air transport.

Registered address: Rua Ática, 673, andar 6, sala 61, Jardim Brasil. São Paulo, Brazil.

Paid-in Capital: ThUS\$4,861,810

Profit for the period: ThUS\$673,327

Stake in 2024: 100%

Year over Year Variance (YoY): 0.0%

% of Holding's assets: 9.91471%

Chairman of the Board: Jerome Paul Jacques Cadier

Board Members: Jerome Paul Jacques Cadier (Chairman and Director without specific designation); Bruno Macarenco Aléssio (Chief Financial Officer); and Jefferson Cestari (Director without specific designation).

TAM S.A. AFFILIATE COMPANIES

TAM Linhas Aereas S.A. and affiliates

Name: TAM Linhas Aéreas S.A.

Incorporation: Joint Stock Corporation established in Brazil in 1988.

Purpose:

- a. The operation of scheduled air transport services for passengers, cargo, and baggage, pursuant to existing legislation.
- b. The operation of complementary activities of air transport services from the transport of passengers, cargo, and baggage.
- c. The rendering of maintenance and repair services for own or third parties’ aircraft, engines, and spare parts.
- d. The rendering of aircraft hangar services.
- e. The rendering of yard and runway care services, provision of the aircraft cleaning staff.
- f. The rendering of engineering services, technical assistance and other activities related to the aviation industry.
- g. The rendering of brokerage services and agency of services and companies in general, except real estate.

h. The performance of instruction and training related to aeronautical activities.

i. The analysis and development of programs and systems.

j. The purchase and sale of aeronautical parts, accessories, and equipment.

k. The development and implementation of other activities, related to or complementary to aviation, in addition to those expressly listed above;

l. The import and export of finished lubricating oil.

m. The use of bank correspondents' services.

n. Storage and deposit of all kinds of solid, liquid and gaseous products on behalf of third parties.

Registered address: Rua Ática, 673, andar 6, sala 62, Jardim Brasil. São Paulo, Brazil.

Paid-in Capital: ThUS\$1,742,044

Stake in 2024: 100%

YOY variation: 0.0%

% of Holding's assets: 9.99041%

Chairman of the Board: Jerome Paul Jacques Cadier

Board Members: Jerome Paul Jacques Cadier (Chairman and Director without specific designation); Bruno Macarenco Aléssio (Chief Financial Officer); and Jefferson Cestari (Director without specific

designation).

ABSA: Aerolinhas Brasileiras S.A. and affiliate

Name: ABSA Aerolinhas Brasileiras S.A.

Incorporation: Joint Stock Corporation established in Brazil in 1995.

Purpose:

a. To operate scheduled domestic and international air transport services for passengers, cargo, and postal services, pursuant to existing legislation.

b. The operation of auxiliary air transport activities, such as handling, cleaning, and towing of aircraft, cargo monitoring, operational flight clearance, check-in and check-out, and other services provided for in the corresponding legislation.

c. Commercial and operational leasing, as well as the transport of aircraft.

d. Operation of maintenance and marketing services for aircraft parts and equipment.

e. The development and implementation of other activities, related to or complementary to aviation, in addition to those expressly listed above.

Registered address: Rodovia Santos Dumont, km 66, S/N, S.V.P lado esquerdo, Viracopos. Campinas, Brazil.

Paid-in Capital: ThUS\$8,187

Stake in 2024: 100%

YOY variation: 0.0%

% of Holding's assets: -0.26857%

Chairman of the Board: Jerome Paul Jacques Cadier

Board Members: Jerome Paul Jacques Cadier (Chairman and Director without specific designation); Bruno Macarenco Aléssio (Chief Financial Officer); and Jefferson Cestari (Director without specific designation).

Transportes Aéreos del Mercosur S.A.

Incorporation: Joint Stock Corporation established in Paraguay.

Purpose: It has a broad corporate purpose that includes aeronautical, commercial, tourist, service, financial, representation, and investment activities, with a focus on scheduled and charter, domestic and international, aeronautical transportation activities for people, objects, and/or correspondence, among others, as well as commercial and maintenance and technical assistance services for all types of aircraft, equipment, accessories, and material for air navigation, among others.

Registered address: Edificio Torre de las Américas Piso 8 Oficinas

A y B - Av. República Argentina y Av. Mcal. López. Asunción, Paraguay.

Paid-in Capital: ThUS\$6,603

Stake in 2024: 94.98%

YOY variation: 0.0%

% of Holding's assets: 0.13644%

Chairman of the Board: Enrique Alcaide Hidalgo

Board Members: Enrique Alcaide Hidalgo (Executive), Esteban Burt Artaza (Regular), Diego Martinez (Regular) and Augusto Sanabria (Regular)

Managers: Enrique Alcaide Hidalgo, Esteban Burt Artaza, Diego Martinez and Luis Galeano

Fidelidade Viagens e Turismo S.A.

Incorporation: Joint Stock Corporation established in Brazil in 2013.

Purpose:

a. Devoted to private and non-private travel agency and tourism activities, provided in the valid tourism legislation.

b. Management and operation of tourist activities for events and leisure.

Registered address: Rua Ática, 673, andar 7, sala 72, Jardim Brasil. São Paulo, Brazil.

Paid-in Capital: ThUS\$19,123

Stake in 2024: 100%

YOY variation: 0.0%



% of Holding's assets: 0.12877%

Chairman of the Board: Jerome Paul Jacques Cadier

Board Members: Jerome Paul Jacques Cadier (Chairman and Director without specific designation); Bruno Macarenco Aléssio (Chief Financial Officer); and Jefferson Cestari (Director without specific designation).

Corsair Participações S.A.

Incorporation: Joint Stock Corporation established in Brazil in 2011.

Purpose:

- a. To participate in other civil or trade companies, as a shareholder or creditor.
- b. To manage its own assets.

Registered address: Rua Ática, 673, andar 7, sala 71, Jardim Brasil. São Paulo, Brazil.

Paid-in Capital: ThUS\$31

Stake in 2024: 100%

YOY variation: 0.0%

% of Holding's assets: 0.00071%

Chairman of the Board: Carlos Eduardo Prado

Board Members: Carlos Eduardo Prado (Chairman) and Bruno Macarenco Alessio (Director without

specific designation).

TP Franchising Ltda.

Incorporation: Limited Liability Company established in Brazil in 2004.

Purpose:

- a. To award franchises.
- b. To temporarily award its franchisees, free of charge or for a fee, the right to use its brands, systems, knowledge, methods, patents, actuation technology, and any other rights, stakes, or assets, whether personal or real estate, tangible or intangible, owned by the Company, as present or future owner or licensee, for the development, implementation, operation, or management of the franchises that it may award.
- c. To carry out any and all necessary activities to ensure, insofar as possible, the ongoing maintenance and perfecting of the actuation patterns of its franchise network.
- d. To develop implementation, operation, and management models for its franchise network and their transfer to the franchisees.
- e. The distribution, sale, and marketing of airplane tickets and related products, as well as any related or accessory business to its main purpose, while also able to participate in other companies as partner or shareholder, either in Brazil or abroad, or in consortia, as well as to carry out its own projects, or form partnerships with third parties in their projects, even

to obtain tax benefits, pursuant to current legislation.

Registered address: Rua Ática, 673, andar 8, sala 81, Jardim Brasil. São Paulo, Brazil.

Paid-in Capital: ThUS\$5

Stake in 2024: 100%

YOY variation: 0.0%

% of Holding's assets: 0.00564%

Managers: Jerome Paul Jacques Cadier, Bruno Macarenco Alessio and Jefferson Cestari.

Prismah Fidelidade Ltda.

Incorporation: Limited Liability Company established in Brazil in 2015.

Purpose:

- a. The rendering of various services related to customer loyalty programs and incentive programs for the companies' sales chain including, among others, customer relations management, technical consulting, and technology consulting.
- b. The development of customer loyalty/customer relations programs and sales chain incentive programs for companies, including through points programs or other exchange currencies that can be converted into loyalty program points.
- c. The rendering of commercial representation and brokerage services for the sale of retail products in

general, in addition to the rendering of brokerage services for the contracting of insurance and extended warranty products.

d. Shareholding in other companies.

Registered address: Rua Ática, 673, andar 8, sala 83, Jardim Brasil. São Paulo, Brazil.

Paid-in Capital: ThUS\$7,304

Stake in 2024: 100%

YOY variation: 0.0%

% of Holding's assets: 0.12324%

Managers: Jerome Paul Jacques Cadier, Bruno Macarenco Alessio and Jefferson Cestari.

Multiplus Corretora de Seguros Ltda.

Incorporation: Limited Liability Company established in Brazil in 2016.

Purpose: Brokerage of insurance in the basic lines of insurance, property and casualty, life (individuals), capitalization, plans, social security, health and all other lines of insurance provided for in the regulations.

Registered address: Rua Ática, 673, andar 8, sala 82, Jardim Brasil. São Paulo, Brazil.

Paid-in Capital: ThUS\$851

Stake in 2024: 100%

YOY variation: 0.0%

% of Holding's assets: -0.00084%

Managers: Jerome Paul Jacques Cadier, Bruno Macarenco Alessio and Jefferson Cestari.

LAN CARGO S.A. AND AFFILIATES

Name: Lan Cargo S.A.

Incorporation: established as a closed stock company via a public deed dated May 22, 1970, awarded at the offices of Notary Public Sergio Rodriguez Garces, under the name “Línea Aérea del Cobre S.A.”; an excerpt of this deed is recorded in the Santiago Commerce Registry on page 5,611 item 2,420 of the year 1970, and published in the Official Gazette on July 22, 1970.

The Extraordinary Shareholders' Meeting of Línea Aérea del Cobre S.A., held on December 19, 1988, agreed to change the company's name to "LADECO S.A.", which was recorded as a public deed on January 25, 1989, at the Santiago Notary Office of Mr. Aliro Veloso Muñoz. An excerpt of the deed to which the Minutes of said Meeting referred was recorded in the Real Estate Registry of the Registry of Commerce on page 3,828 item 1,845 of the year 1989 and published in the Official Gazette on February 16, 1989.

The company’s Extraordinary Shareholders' Meeting resolved the merger by incorporation of LADECO S.A. with Fast Air Carrier S.A., the latter being the absorbed company. The minutes of said Shareholders' Meeting were recorded as a public deed on November 20,

1998 at the Santiago Notary Office of Mr. Eduardo Pinto Peralta, an extract of which was registered on page 30,091, item 24,117 of the Santiago Commercial Registry and published in the Official Gazette on December 3, 1998.

The Extraordinary Shareholders' Meeting of LADECO S.A. held on October 22, 2001, resolved to change the corporate name to "LAN Chile Cargo S.A.". The minutes of the Extraordinary Shareholders' Meeting were recorded as a public deed on the same date, at the Santiago Notary Office of Mr. Cosme Gomila Gatica. An excerpt of said deed was recorded in the Real Estate Registry of the Santiago Registry of Commerce on page 27,746 item 22,624 of the year 2001 and published in the Official Gazette on November 05, 2001. The name change took effect on December 10, 2001.

Subsequently, on August 17, 2004, the Extraordinary Shareholders' Meeting agreed to change the name of LAN Chile Cargo S.A. to "LAN Cargo S.A.". The minutes of this Extraordinary Shareholders' Meeting were recorded as a public deed on August 23, 2004. An excerpt of said deed was recorded in the Real Estate Registry of the Santiago Registry of Commerce on page 26,994 item 20,082 of the year 2004 and published in the Official Gazette on August 30, 2004.

Purpose: Perform and provide, either for itself or third parties, the following: general transportation in any form and, specifically, air transport of passengers, cargo, and correspondence, within the country and abroad; tourism, lodging, and other related activities, in any form, within the country and abroad; purchase, sale, manufacture and/or integration, maintenance, leasing, or any other form of use, be it on its own

behalf or for third parties, of airplanes, spare parts, and aeronautical equipment, and their operation for any given purpose; provide all sorts of services and counseling related to transportation in general and, specifically, to air transportation in any of its forms, be it ground support, maintenance, technical assistance, or any other type, within the country and abroad, and all sorts of services and activities related to tourism, lodging, and other aforementioned activities and goods, within the country and abroad. In order to meet the aforementioned goals, the Company may perform investments or participate as partner in other companies, either by purchasing stocks or rights or stakes in any other type of corporation, be it an already established one or one created in the future, and overall, perform all acts and enter all contracts necessary and relevant to the purposes described.

Registered address: Av. Presidente Riesco 5711, Piso 20. Santiago, Chile.

Paid-in Capital: ThUS\$83,060

Profit for the period: ThUSD\$(529)

Stake in 2024: 99.89804%

YOY variation: 0.0%

% of Holding’s assets: 2.32178%

Chairman of the Board: Andrés del Valle

Board Members: Andres Bianchi Urdinola (LATAM Executive), Ramiro Alfonsin Balza (LATAM Executive) and Andres Del Valle (LATAM Executive)

General Manager: Andrés Bianchi Urdinola

LAN CARGO S.A. AFFILIATE COMPANIES

Fast Air Almacenes de Carga S.A.

Incorporation: Joint Stock Corporation established in Chile in 1992.

Purpose: To operate or manage the warehouses or storage facilities of customs deposits, where any type of goods or merchandise can be stored until its withdrawal, for imports, exports, or other customs destination, pursuant to the terms stated within the Customs Ordinance, its rules, and other corresponding regulation.

Registered address: Av. Presidente Riesco 5711, Piso 20. Santiago, Chile.

Paid-in Capital: ThUS\$6,741

Stake in 2024: 99.89%

YOY variation: 0.0%

% of Holding’s assets: 0.03941%

Board Members: Jorge Patricio Marin Muñoz (LATAM Executive), Andres Bianchi Urdinola (LATAM Executive) and Roberto Alvo Milosawiewitsch (LATAM Executive).

General Manager: Patricio Linzmayer Paganini

Prime Airport Services Inc.

Name: Prime Airport Services Inc.



Incorporation: Corporation established in the United States.

Purpose: To operate or manage the warehouses or storage facilities of customs deposits, where any type of goods or merchandise can be stored until its withdrawal, for imports, exports, or other customs destination, pursuant to the terms stated by the Department of Homeland Security, its rules, and other corresponding regulation.

Registered address: 6450 N.W. 22 Street, Bldg. 710, Miami, Florida, 33122, USA.

Paid-in Capital: ThUS\$2

Stake in 2024: 100%

YOY variation: 0.0%

% of Holding's assets: 0.02078%

Board member: Andres Bianchi

Chairman: Antonio Orlandini

Transporte Aéreo S.A.

Incorporation: Joint Stock Corporation established in Chile in 2001.

Purpose: The air transportation business in any form, whether of passengers, mail and/or cargo, inside or outside the country, on its own behalf or on behalf of others; maintenance, leasing and repair of aircrafts; trade and development of activities related to travel, tourism and hospitality; development and

participation in all kinds of investments in Chile and abroad.

Registered address: Av. Presidente Riesco 5711, Piso 20. Santiago, Chile.

Paid-in Capital: ThUS\$32,489

Stake in 2024: 99.99988%

YOY variation: 0.0%

% of Holding's assets: 0.76537%

Board Members: Andres del Valle Eitel (LATAM Executive), Ramiro Alfonsin Balza (LATAM Executive) and Roberto Alvo Milosawlewitsch (LATAM Executive).

General Manager: Jose Tomas Covarrubias Cervero

LAN Cargo Inversiones S.A. and affiliate

Name: Lan Cargo Investments S.A.

Incorporation: Joint Stock Corporation established in Chile in 2001.

Purpose:

a. To market air transportation in any of its forms, be it for passengers, mail, and/or cargo, and anything directly or indirectly related to that activity within or outside the country, on its own behalf or for third parties.

b. To render services related to the maintenance and repair of its own or third parties' aircraft.

c. Trade and development of activities related to travel, tourism, and lodging.

d. The development and/or participation in all kinds of investments, both in Chile and abroad, in matters directly or indirectly related to aeronautical affairs and/or other business purposes.

e. Development and operation of all other activities derived from and/or related, connected, contributory, or complementary to the company's corporate purpose.

Registered address: Av. Presidente Riesco 5711, Piso 20. Santiago, Chile.

Paid-in Capital: ThUS\$159

Stake in 2024: 99%

YOY variation: 0.0%

% of Holding's assets: 0.60322%

Board Members: Andres Bianchi Urdinola Plaza (LATAM Executive), Andres del Valle Eitel (LATAM Executive) and Roberto Alvo Milosawlewitsch (LATAM Executive).

General Manager: Andrés del Valle Eitel

Connecta Corporation

Incorporation: Corporation established in the United States.

Purpose: Ownership, operating leasing, and subleasing

of aircraft.

Registered address: 6500 N.W. 22 Street, Miami, Florida, 33122, USA.

Paid-in Capital: ThUS\$1

Stake in 2024: 100%

YOY variation: 0.0%

% of Holding's assets: 0.21194%

Chairman: Andrés Bianchi Urdinola

**Linea Aerea Carguera de Colombia S.A.
(Subsidiary of LAN Cargo Inversiones)**

Incorporation: Joint Stock Corporation established in Colombia.

Purpose: To provide public, commercial cargo, and correspondence air transportation within the Republic of Colombia and from and to Colombia. As a secondary corporate purpose, the company can offer maintenance services to itself and to third parties; run its operations school and provide theoretical and practical instruction services, as well as training for its own and third-party aeronautical personnel in the various modes and specialties; import spare parts and replacements related to aeronautical activities, for itself and for third parties; provide airport services to third parties; represent or broker national and foreign air transport companies for passengers or cargo, and in general, companies that provide services to the aeronautical sector.



Registered address: Av. El Dorado No. 103-08 Entrada 1 - Hangar. Bogota, Colombia.

Paid-in Capital: ThUS\$796 (\$1,861,785,000.00 Colombian Pesos)

Stake in 2024: 81.30%

YOY variation: 0.0%

% of Holding's assets: 0.74011%

Board Members: Jorge Nicolas Cortazar Cardoso (Permanent), Jose Mauricio Rodriguez Munera (Permanent), Jaime Antonio Gongora Esguerra (Permanent), Andres Bianchi Urdinola (alternate member), Gabriel Vallejo López (alternate member) and Helen Victoria Warner Sanchez (alternate member).

Management: Jaime Antonio Gongora Esguerra (Permanent) and Erika Zarante Bahamon (alternate member).

Inversiones Aéreas S.A.

Incorporation: Joint Stock Corporation established in Peru in 1997.

Purpose:

a. To promote, establish, organize, operate, and participate in the capital and equity of all types of trade companies, civil associations, industrial, commercial, service, or any other type of associations or companies, both national and foreign, as well as to participate in their management or settlement.

b. The acquisition, disposal and, in general, the trading of all kinds of shares, stakes, and any other security permitted by law.

c. The rendering or contracting of technical, advisory and consulting services, as well as the execution of contracts or agreements for these purposes.

Registered address: Av. Santa Cruz 381, Miraflores. Lima, Peru.

Paid-in Capital: ThUS\$88,290

Stake in 2024: 100%

YOY variation: 0.0%

% of Holding's assets: 0.66229%

Chairman of the Board: Martin Eduardo Palomino Zapata

Board Members: Andrés Enrique del Valle Eitel, Antonio Orlandini, Antonio Olortegui.

General Manager: Martin Eduardo Palomino Zapata

Prime Cargo SpA
(Subsidiary of Lan Cargo S.A.)

Incorporation: Joint Stock Corporation established in Chile in 2023.

Purpose: The exclusive purpose of the Company shall be the performance of warehousing activities of all types of products and/or merchandise; and, in general, the performance of any other activity and/

or business directly related to or complementary to warehousing activities, or that are necessary and/ or convenient for the adequate development of such activities, enabling the Company to provide comprehensive warehousing solutions.

Registered address: Av. Presidente Riesco 5711, Piso 20. Santiago, Chile.

Paid-in Capital: ThUS\$803

Stake in 2024: 100%

YOY variation: 0.0%

% of Holding's assets: 0.00025%

Americonsul S.A. de C.V.
(Subsidiary of Lan Cargo S.A.)

Incorporation: Variable Capital Corporation established in Mexico.

Purpose: To provide and receive all manner of technical, administrative, or counseling services for industrial, commercial, and service companies; Promote, organize, manage, supervise, provide, and direct personnel training courses; Perform all types of studies, plans, projects, and research; Engage the necessary professional and technical personnel.

Registered address: Paseo de la Reforma 284. Piso 17 oficina 17. Mexico City, Mexico.

Paid-in Capital: ThUS\$5

Stake in 2024: 99.80%

YOY variation: 0.0%

% of Holding's assets: -0.02717%

Management: Diana Olivares and Eduardo Opazo

Americonsult de Guatemala S.A.
(Subsidiary of Americonsul S.A. de C.V.)

Incorporation: Joint Stock Corporation established in Guatemala.

Purpose: Powers to represent, broker, negotiate, and market; carry out all types of commercial and industrial activities; all manner of trade in general; broad purpose that allows for all manner of operations within the country.

Registered address: 12 calle 1-25 zona 10 Edificio Géminis 10, Torre Norte Nivel 12. Guatemala City, Guatemala.

Paid-in Capital: ThUS\$76

Stake in 2024: 99.13%

YOY variation: 0.0%

% of Holding's assets: -0.00379%

Chairman of the Board: Luis Ignacio Sierra Arriola

Board Members: Carlos Fernando Pellecer Valenzuela

Management: Carlos Fernando Pellecer Valenzuela



Americonsult de Costa Rica S.A.
(Subsidiary of Americonsult S.A. de C.V.)

Incorporation: Joint Stock Corporation established in Costa Rica.

Purpose: General trade; industry, agriculture, and livestock.

Registered address: Oficentro Torres del Campo, Edificio 1, 2º piso. Barrio Tournón.San José, Costa Rica.

Paid-in Capital: ThUS\$20

Stake in 2024: 99.80%

YOY variation: 0.0%

% of Holding's assets: -0.00353%

Management: Luis Ignacio Sierra Arriola, Alejandro Fernandez Espinoza (Treasurer), Luis Miguel Renguel Lopez, Tomas Nassar Perez and Marjorie Hernandez Valverde.

LATAM AIRLINES PERU S.A.

Incorporation: Joint Stock Corporation established in Peru in 1997.

Purpose: Render air transportation services for passengers, cargo, and correspondence, both nationally and internationally, pursuant to current civil aeronautical legislation.

Registered address: Av. Santa Cruz 381, Miraflores. Lima, Peru.

Paid-in Capital: ThUS\$43,445

Profit for the period: ThUS\$22,842

Stake in 2024: 99.81%

YOY variation: 0.0%

% of Holding's assets: 0.46992%

Chairman of the Board: Cesar Emilio Rodríguez Larraín Salinas

Board Members: Cesar Emilio Rodriguez Larrain Salinas, Ignacio Cueto Plaza (LATAM Executive), Enrique Cueto Plaza (LATAM Executive), Jorge Harten Costa, Andres Rodriguez Larrain Miro Quesada, Emilio Rodriguez Larrain Miro Quesada and Roberto Alejandro Alvo Milosawlewitsch (LATAM Executive)

General Manager: Manuel Van Oordt

LATAM TRAVEL CHILE II S.A.

Incorporation: Joint Stock Corporation established in Chile in 2012.

Purpose: The operation, management, and representation of national or foreign companies or businesses in lodging, shipping, aviation, and tourism activities in general; brokerage of tourist services, such as:

a. The booking of seats and the sale of tickets in all kinds of domestic and international forms of transportation.

b. The booking, acquisition, and sale of accommodation and tourist services, tickets or bills to all types of shows, museums, monuments, and protected areas in the country.

c. The organization, promotion, and sale of the so-called tourist packages, understood as the set of tourist services (catering, transportation, accommodation, etc.), adjusted or projected at the request of the client at a preset price, to be operated within the national territory.

d. Air, land, sea, and river tourist transportation within the national territory and abroad.

e. The lease and charter of aircraft, ships, buses, trains, and other forms of transportation for the rendering of tourist services.

f. Offering air transportation in any form, whether for passengers, cargo, or mail.

g. Any others, directly or indirectly related to the rendering of the services described above.

Registered address: Av. Presidente Riesco 5711, Piso 20. Santiago, Chile.

Paid-in Capital: ThUS\$10

Stake in 2024: 100%

YOY variation: 0.0%

% of Holding's assets: -0.00580%

Board Members: Andres del Valle Eitel (LATAM Executive), Roberto Alvo Milosawlewitsch (LATAM Executive) and Ramiro Alfonsin Balza (LATAM Executive)

General Manager: Nicolas Salazar

LATAM TRAVEL S.R.L.

Incorporation: Limited Liability Company established in Brazil.

Purpose: Operation, management, and representation of national or foreign companies or businesses in the lodging, shipping, air, and tourism activities in general; and brokerage of tourist services, such as: (a) booking seats and selling tickets for all types of national or international transportation, (b) booking, acquisition, and sale of lodging and tourist services, and tickets to all types of entertainment, museums, monuments, and protected areas in the country or abroad, (c) organization, promotion, and sale of tourist packages, understood as the group of tourist services (food, transportation, lodging, etc.), adjusted or projected at the clients behest, at a preset price, (d) air, land, sea, and river tourist transportation within the national territory and abroad, (e) leasing and charter of planes, ships, buses, trains, and other forms of transportation for the provision of tourist services, (f) marketing of air transportation in any form, whether of passengers, cargo, or mail, and (g) any other activity directly or indirectly related to the rendering of the services mentioned above.

Registered address: Av. Los Álamos N° 322, zona La Florida. La Paz, Bolivia.

Paid-in Capital: ThUS\$0

Stake in 2024: 100%

YOY variation: 0.0%

% of Holding's assets: 0.00061%

Board Members: Julio Quintanilla Quiroga and Sergio Antelmo

LAN PAX GROUP S.A.

Incorporation: Incorporated as a closed stock company in 2001.

Purpose: Perform investments in all manner of goods, be they assets or real estate, tangible or intangible. Within its line of business, the Company may create other types of companies of any sort; acquire rights in already existing corporations, manage, modify, and settle them. Overall, it may acquire and sell all manner of goods and operate them, on its own behalf or for third parties, as well as perform all manner of acts and enter all manner of contracts conducive to its goals. Exercise the development and operation of all other activities derived from and/or related, connected, contributory, or complementary to the company's corporate purpose.

Registered address: Av. Presidente Riesco 5711, Piso 20. Santiago, Chile.

Paid-in Capital: ThUS\$16,925

Profit for the period: ThUSD\$(92,082)

Stake in 2024: 99.99%

YOY variation: 0.0%

% of Holding's assets: -9.60597%

Board Members: Andres del Valle Eitel (LATAM Executive), Roberto Alvo Milosawlewitsch (LATAM Executive) and Felipe Pumarino (LATAM Executive)

General Manager: Andrés del Valle Eitel (LATAM Executive)

AFFILIATE COMPANIES OF LAN PAX GROUP S.A. AND STAKES

Holdco Colombia I SpA

Incorporation: Joint Stock Corporation established in Chile in 2018.

Purpose: To make investments in all types of assets, goods and chattels or real estate, tangible or intangible, on its own behalf or the behalf of others, both in Chile and abroad. Likewise, to form, join and participate in all kinds of companies, communities, associations and joint ventures, and the administration and operation of these investments and the receipt of their profits and any other type of benefit agreed upon by the shareholders. In addition, to enter into contracts and legal acts necessary for such purposes

Registered address: Av. Presidente Riesco 5711, Santiago, Chile.

Paid-in Capital: ThUS\$1,449

Stake in 2024: 100%

YOY variation: 0.0%

% of Holding's assets: 0.00948%

Administrator: Lan Pax Group S.A.

Inversora Cordillera S.A. and affiliates

Name: Inversora Cordillera S.A.

Incorporation: Joint Stock Corporation established in Argentina.

Purpose: To perform investments on its own behalf or for third parties, or related to third parties, in other stock companies, regardless of corporate purpose, established or to be established, within the Argentine Republic or abroad, via acquisition, incorporation, or sale of stakes, shares, quotas, bonds, options, commercial paper, convertible or otherwise, other transferable securities, or other forms of investment allowed by the applicable regulation at any given moment, either to hold them in its own portfolio, or to sell them partially or in full, as may be the case. For this purpose, the company may carry out all transactions that are not expressly forbidden by law in compliance with its corporate purpose, and it has full legal capacity to acquire rights, contract obligations, and exercise all acts that are not expressly forbidden by law or statute.

Registered address: Suipacha 1111 Piso 18, [1008]. Ciudad Autónoma de Buenos Aires, Argentina.

Paid-in Capital: ThUS\$9,984

Stake in 2024: 99.95%

YOY variation: 0.0%

% of Holding's assets: -0.31420%

Board Members: Manuel Maria Benites Jorge Luis Perez Alati Rosario Altgelt

Management: Manuel Maria Benites, Jorge Luis Perez Alati, Jeronimo Cortes and Diego Potenza.

Atlantic Aviation Investments LLC

Incorporation: Limited Liability Company established in the United States.

Purpose: Any and all lawful business that the company may undertake.

Registered address: c/o The Corporation Trust Company, Corporation Trust Center, 1209 Orange Street, Wilmington, DE 19801, USA.

Paid-in Capital: ThUS\$1

Stake in 2024: 99%

YOY variation: 0.0%

% of Holding's assets: 0.07507%

Management Board: Andrés del Valle Eitel, Andrés Bianchi Urdinola, Joaquín Arias Vicuña, Paola Peñarete.

Management: Andrés del Valle (LATAM Executive)

LATAM Airlines Ecuador S.A. (Formerly, Aerolane Líneas Aéreas Nacionales del Ecuador S.A.)

Incorporation: Joint Stock Corporation established in Ecuador.

Purpose: Combined or exclusive air transport of passengers, cargo, and correspondence.

Registered address: Conector de Alpachaca S/N Secundaria Hangar LATAM latitud 0, administrative offices next to Quiport firefighters building. Quito, Ecuador.

Paid-in Capital: ThUS\$34,100

Stake in 2024: 100%

YOY variation: 0.0%

% of Holding's assets: 0.07756%

Board Members: Xavier Rivera, Mónica Fistrovic and Mariela Anchundia

CEO: Mariela Anchundia

Holdco Ecuador S.A

Incorporation: Joint Stock Corporation established in Chile in 2014.

Purpose: Carry out all manner of investments for profitable purposes pertaining to tangible or

intangible, personal or real estate assets, either in Chile or abroad.

Registered address: Av. Presidente Riesco 5711, Piso 20. Santiago, Chile.

Paid-in Capital: ThUS\$491

Stake in 2024: 54.79076%

YOY variation: 0.0%

% of Holding's assets: 0.00614%

Board Members: Andres del Valle, Manuel Van Oordt and Felipe Pumarino.

General Manager: Ramiro Alfonsin Balza (LATAM Executive)

Aerovias de Integración Regional S.A.– Aires S.A. and/or LA-TAM AIRLINES Colombia S.A.

Incorporation: Joint Stock Corporation established in Colombia.

Purpose: The company's corporate purpose shall be the operation of national or international commercial air transportation services, in any form, and therefore, the entering into and execution of contracts for the transportation of passengers, objects or luggage, correspondence, and cargo in general, pursuant to the operating permits issued to this effect by the Special Administrative Unit of Civil Aeronautics, or the agency that may carry out said functions in the future, adhering fully to the provisions of the Code of Commerce, the Colombian Aviation Regulations, and any other rules issued on the matter. Likewise,

to provide maintenance and adaptation services for the equipment related to the operation of air transportation services within the country and abroad. In order to fulfill said purpose, the company will be authorized to invest in other national or foreign companies with purposes that are the same, similar, or complementary to the companys. To fulfill its corporate purpose, the company may, among other things:

a. Check, inspect, or provide maintenance and/or repairs to its own or third-party aircraft, as well as spare parts and accessories, through the Company's Aeronautical Repair Stations, providing the necessary training for said purpose.

b. Organize, establish, and invest in commercial transportation companies in Colombia or abroad to perform, industrially or commercially, the economic activity that is its purpose, so the company can acquire, for any purpose, airplanes, spare parts, replacements, and accessories of any kind, necessary for public air transportation, as well as sell them, and to set up and operate stations to repair and give maintenance to the aircraft.

c. Enter into lease, charter, shared code, location or any other contracts on aircraft to exercise its purpose.

d. Operate scheduled air transport lines for passengers, cargo, and mail and securities, as well as the vehicle for coordinating the development of social management.

e. Integrate with like, similar, or complementary companies to develop their activity.

f. Accept national or foreign representations of services of the same business or of complementary businesses.

g. Acquire goods and chattels and real estate for the development of its social purposes, build such facilities or constructions, such as warehouses, offices etc., dispose of or tax them.

h. Carry out imports and exports, as well as all foreign trade operations required.

i. Take money on interest and provide personal, real, and bank guarantees, either on its own behalf or for third parties.

j. Participate in all manner of securities transactions, such as purchase or sale of debentures acquired by third parties when resulting in an economic or equity benefit for the company, and obtain loans through bonds or other liability instruments.

k. Enter into contracts with third parties for the management and operation of the businesses it may organize to achieve its corporate purposes.

l. Enter into contracts of companies and acquire shares or stakes in those already established, whether national or foreign; make contributions to both.

m. Merge with other companies and partner with similar entities to pursue the development of aviation or for other trade purposes.

n. Promote, assist technically, finance or manage enterprises or companies related to the corporate purpose.



- ñ. Enter or execute any kind of civil or commercial, industrial, or financial contracts that are necessary or desirable for the achievement of their own ends.
- o. Conduct business and activities that seek customers, and obtain from the competent authorities the necessary authorizations and permits to render their services.
- p. The development and performance of other activities arising from the corporate purpose and/or related, connected, contributory, or complementary activities thereto, including the rendering of tourist services under any mode permitted by law, such as travel agencies.
- q. Managing any lawful business or activity, whether or not in trade, provided that it is related to its corporate purpose, or that it allows the most rational operation of the public service to be rendered.
- r. Make investments of any kind to use the funds and reserves that are constituted in accordance with the law or these bylaws.
- s. To render airport stopover services and/or ground handling services for the arrival, stay and departure of aircraft, individuals, loading and unloading of goods or baggage, as well as for the handling, operational dispatch of flights, or transit maintenance and other assistance facilities for own and/or third-party aircraft, service desk for own and third-party customers, including, but not limited to, national and international carriers.
- Registered address:** Av. El Dorado No. 103-08 Entrada 1 - Hangar. Bogota, Colombia.

Paid-in Capital: ThUS\$3,389 (\$5,251,578,000,000.00 Colombian Pesos)

Stake in 2024: 99.2%

YOY variation: 0.0%

% of Holding's assets: 0.05855%

Board Members: Jorge Nicolas Cortazar Cardoso (Permanent), Gabriel Vallejo López (Permanent), Jose Mauricio Rodriguez Munera (Permanent), Felipe (alternate member), Helen Victoria Warner Sanchez (alternate member) and Andrés Enrique del Valle Eitel (alternate member).

Management: Erika Zarante Bahamon (Principal Legal Representative) and Jaime Antonio Gongora Esguerra (Alternate Legal Representative).

LAN Argentina S.A. (A subsidiary of Inversora Cordillera S.A.)

Incorporation: Joint Stock Corporation established in Argentina.

Purpose: Perform, on its own behalf or for third parties, independently or in association with third parties in the country or abroad, the following activities:

a. Aeronautics: Air transportation in all its forms, scheduled and/or chartered (hired charter or air taxi), local or international, of persons and things, correspondence, clearing, works, and air services in general, as a public or private concession; operate public services, pilot school, and personnel training in air navigation, design, engineering, research, assembly- manufacturing, import and/or export

of all sorts of aircrafts and their parts, equipment, accessories, and materials for air navigation, as well as render maintenance and technical assistance services to said crafts.

B. Commercial: Through the purchase, sale, exchange, rental in all its forms, leasing, imports, and exports of all types of goods, supply and transfer of aircrafts, parts and components, accessories, materials, and inputs, brokerage in formalizing insurance to cover the risks of the services contracted, and performance of all types of commercial transactions that normally take place in airports.

c. Tourism: Through the creation, development, and operation of resorts and properties destined to lodge people, as well as tourist activities in every form, including motor vehicle rentals and tourist reservation services.

d. Services: Through the rendering of maintenance and technical assistance services for all types of aircraft, equipment, accessories, and material for air navigation, computer reservation services, transportation services for people and/or cargo and/or correspondence, by land or water, as an accessory to air transportation and/or integrating a combined transportation with the latter, as well as all sorts of assistance for air navigation activities, such as the supply of food and/or elements for in-flight use.

e. Mandates: Fulfill mandates and commissions.

f. Financial: Perform any type of financial transaction in general, except for those provided in the Financial Institutions Act and any others requiring a public tender process.

g. Representations: of national or foreign persons related to activities pertaining to its corporate purpose.

h. Investing: Establish and participate in companies through shares, fostering their creation, investing in them the necessary capital for those ends, and rendering services to them within the limits established. For said purposes, the Company has full legal capacity to acquire rights, assume obligations, and exercise the acts not expressly forbidden to it by law and by these Bylaws.

Registered address: Suipacha 946, Piso 7, Ciudad Autónoma de Buenos Aires, Argentina.

Paid-in Capital: ThUS\$6,986

Stake in 2024: 94.95770%

YOY variation: -0.0%

% of Holding's assets: -0.31423%

Board Members: Manuel Maria Benites, Jorge Luis Perez Alati and Rosario Altgelt

Management: Manuel Maria Benites, Jorge Luis Perez Alati, Jeronimo Cortes and Diego Potenza

TECHNICAL TRAINING LATAM S.A.

Incorporation: Incorporated as a corporation in 1997.

Purpose: Its corporate purpose is to provide training and other types of related services.



Registered address: Av. Cesar Lavin Toro 2198 Pudahuel. Santiago, Chile.

Paid-in Capital: ThUS\$536

Profit for the period: ThUS\$205

Stake in 2024: 100%

YOY variation: 0.0%

% of Holding's assets: 0.00326%

Board Members: Sebastian Acuto (LATAM executive), Ramiro Alfonsin Balza (LATAM executive) and Hernan Pasman (LATAM executive).

General Manager: Jorge Sturla (LATAM executive)

JARLETUL S.A

Incorporation: Joint Stock Corporation established in Uruguay in 2017.

Purpose: Its corporate purpose is:

A) To industrialize and commercialize in all forms, merchandise, leasing of goods, works and services in the industries and annexes of: food, household and office items, automotive, bar, bazaar, rubber, communication, construction, cosmetics, leather, sports, publishing, electronics, electrical engineering, teaching, entertainment, pharmacy, hardware, photography, hotel, printing, computer, jewelry, toys, wool, laundry, books, cleaning, wood, machinery, maritime, mechanics, metallurgy, mining, music, engineering, optics, paper, perfumery, fishing, plastics,

press, advertising, chemicals, professional, technical and administrative services, tobacco, television, textiles, transportation, tourism, securities, clothing, veterinary, glass.

B) Imports, exports, representations, commissions and consignments.

C) Purchase, sale, leasing, management, construction and all kinds of transactions involving real estate.

D) Agricultural exports, forestry, fruit farming, citrus farming and derivatives.

E) Shareholding, incorporation or acquisition of companies operating in the aforementioned industries.

Registered address: Aeropuerto de carrasco RUTA 101. Canelones, Uruguay.

Paid-in Capital: ThUS\$0

Profit for the period: ThUSD\$(4)

Stake in 2024: 100%

YOY variation: 0.0%

% of Holding's assets: -0.00714%

Chairman of the Board: Vacant

Board Members: Fernando Augusto Carneiro de Carvalho and Patricia Mendoza Mallo

PROFESSIONAL AIRLINE SERVICES INC.

Incorporation: Company established in the United States in 1994.

Purpose: Airport staffing services for LATAM group at Miami International Airport.

Registered address: 6500 N.W. 22 Street, Miami, Florida, 33122, USA.

Paid-in Capital: ThUS\$63

Profit for the period: ThUS\$2,220

Stake in 2024: 100%

YOY variation: 0.0%

% of Holding's assets: 0.04490%

Treasurer: Eduardo Opazo

Chairman: Antonio Orlandini

LATAM FINANCE LIMITED

Incorporation: Company established in the Cayman Islands in 2016.

Purpose: Its purpose is to issue securitized bonds.

Registered address: Cayman Islands

Paid-in Capital: ThUS\$0

Profit for the period: ThUS\$-1

Stake in 2024: 100%

YOY variation: 0.0%

% of Holding's assets: -1.36696%

Board Members: Andres del Valle Eitel, Ramiro Alfonsin Balza and Joaquin Arias Acuña

PEUCO FINANCE LIMITED

Incorporation: Company established in the Cayman Islands in 2015.

Purpose: Its purpose is to participate in financing operations with other companies of LATAM Group.

Registered address: Cayman Islands

Paid-in Capital: ThUS\$0

Profit for the period: ThUS\$0

Stake in 2024: 100%

YOY variation: 0.0%

% of Holding's assets: 0.0%

Board Members: Andres del Valle Eitel and Joaquin Arias Acuña

LATAM TRAVEL S.A.

Incorporation: Joint Stock Corporation established in Argentina.

Purpose: To perform on its own behalf or for third parties and/or in partnership with third parties, within



the country and/or abroad, the following activities and transactions:

a. Commercial: Carry out, intervene, develop, or design all manner of operations and activities involving the sale of airfare, land, river, and sea tickets, both nationally and abroad, or any other service related to the tourism industry in general. The aforementioned services may be carried out on its own behalf or upon request from third parties, via mandate, commission, the use of systems or methods deemed convenient for said purpose, be they manual, mechanical, electronic, telephone, or internet methods, or any other type or technology that may suit said purpose. The Company may perform ad hoc or related activities to the purpose described, such as purchase and sales, imports, exports, reexport, licensing, and representation of all manner of goods, services, “know-how,” and technology directly or indirectly related to the purpose described; market, by any means the technology created or whose license or patent it has acquired or manages; develop, distribute, promote and market all types of content for mass media of any sort.

b. Tourism: Via the performance of all activities related to the tourist and lodging industry, as responsible operator or third-party service operator, or as travel agent. Via the creation of exchange, tourism, excursion, and tour programs; the brokerage and booking and rendering of services through any form of transportation within the country or abroad, and ticket sales; brokerage for hiring lodging services in the country or abroad; booking of hotels, motels, tourist apartments, and other tourist facilities; organization of trips and tourism for individuals or groups, excursions, or similar activities within the

country or abroad; reception and assistance for tourists during their trip and stay in the country, provision of tour guide services, and forwarding of their baggage; representing other national or foreign travel and tourism agencies, companies, or institutions, in order to render any of these services on their behalf.

c. Mandatory: Via the acceptance, performance, and granting of representations, concessions, commissions, agencies, and mandates in general.

d. Consulting: Provide consulting, support, and management services on all matters related to the organization, installation, service, development, support, and promotion of companies related to air transportation activities, but not exclusive to said activity, in the management, industrial, commercial, technical, and advertising areas, to be provided, when the nature of the issue so requires, by certified professionals per the corresponding regulation, and the provision of organization and management, care, maintenance, and surveillance services, and of the suitable personnel, especially prepared to carry out said tasks.

e. Financial: Via its participation in other companies already created or to be created, either through the acquisition of shares in established companies, or through the establishment of new companies, via the awarding or securing of credits, loans, cash advances secured or unsecured by collateral or personal guarantee; the awarding of guarantees and sureties in favor of third parties for a fee or free of charge; placement of funds in foreign currency, gold or currencies, or bank deposits of any type. To achieve these purposes, the company has full legal capacity to exercise all acts not expressly forbidden

by law or statute, including making borrowings publicly or privately via the issuance of debentures and tradable securities, and performing all manner of financial transactions except those comprised under Law 21,526 and any others requiring a public tender process.

Registered address: Suipacha 946, Piso 7, Ciudad Autónoma de Buenos Aires, Argentina.

Paid-in Capital: ThUS\$4,815

Stake in 2024: 100%

YOY variation: 0.0%

% of Holding's assets: 0.01458%

Board member: Jeronimo Cortes

Management: Jerónimo Cortés and Diego Potenza

LAN INVERSIONES S.A.

Incorporation: Joint Stock Corporation established in Chile in 1990.

Purpose: Perform investments in all manner of goods, be they assets or real estate, tangible or intangible. Create other types of companies of any sort, acquire rights in, manage, modify, and settle other companies. Acquire and sell all manner of goods and operate them, on its own behalf or for third parties, as well as perform all manner of acts and contracts conducive to its purposes.

Registered address: Av. Presidente Riesco 5711, Santiago, Chile.

Paid-in Capital: ThUS\$458 (29,000,000 Chilean Pesos)

Stake in 2024: 100%

YOY variation: 0.0%

% of Holding's assets: 0.00745%

Board Members: Andres del Valle Eitel (LATAM Executive), Roberto Alvo Milosawlewitsch (LATAM Executive) and Felipe Pumarino Mendoza (LATAM Executive).

General Manager: Juan Pablo Arias (LATAM Executive).

HOLDCO I S.A.

Incorporation: Joint Stock Corporation established in Chile in 2011.

Purpose: Carry out all manner of investments for profitable purposes pertaining to tangible or intangible, personal or real estate assets, either in Chile or abroad.

Registered address: Av. Presidente Riesco 5711, Santiago, Chile.

Paid-in Capital: ThUS\$351,174.

Stake in 2024: 99.99831%

YOY variation: 0.0%



% of Holding's assets: 2.27960

Board Members: Mauricio Rolim, Ignacio Cueto, Enrique Cueto, Sonia Sulzbeck, Flavia Turci and Henri Philippe.

General Manager: Enrique Cueto.

LAN TOURS DE MÉXICO, S.A. DE C.V.

Incorporation: Variable Capital Corporation established in Mexico.

Purpose: Draft, organize and carry out tourism projects, plans or itineraries.

Registered address: Paseo de la Reforma 284. Piso 17 oficina 17. Mexico City, Mexico.

Paid-in Capital: ThUS\$0

Stake in 2024: 100%

YOY variation: 0.0%

% of Holding's assets: 0.00007

Management: Héctor Iriarte Fuentes (Sole Administrator).

GITARY TRADE S.A

Incorporation: Joint Stock Corporation established in Uruguay in 2017.

Purpose: Its main purpose is: To participate in other commercial companies in Uruguay or abroad in

accordance with the provisions of Article 47 of Law 16,060 as amended by Article 100 of Law 18,083. Its secondary purpose is:

A) To carry out and manage all kinds of investment activities (not included in Law 16,774, as amended and related laws) in securities, bonds, debentures, debenture bonds, bills, marketable securities, in the country or abroad, on its own behalf or on behalf of third parties; these activities are not included in Decree-Law 15,322.

B) To industrialize and commercialize in all forms, merchandise, leasing of goods, works and services in the industries and annexes of: food, household and office items, automotive, bar, bazaar, rubber, communication, construction, cosmetics, leather, sports, publishing, electronics, electrical engineering, teaching, entertainment, pharmacy, hardware, photography, hotel, printing, computer, jewelry, toys, wool, laundry, books, cleaning, wood, machinery, maritime, mechanics, metallurgy, mining, music, engineering, optics, paper, perfumery, fishing, plastics, press, advertising, chemicals, professional, technical and administrative services, tobacco, television, textiles, transportation, tourism, securities, clothing, veterinary, glass. **C)** Imports, exports, representations, commissions and consignments.

D) Purchase, sale, leasing, management, construction and all kinds of transactions involving real estate. **E)** Agricultural exports, forestry, fruit farming, citrus farming and derivatives.

Registration address: Montevideo, Uruguay.

Paid-in Capital: ThUS\$0

Stake in 2024: 100%

YOY variation: 0.0%

% of Holding's assets: 0.0%

Board Members: Fernando Augusto Carneiro de Carvalho and Patricia Mendoza Mallo.

Cargo Handling Airport Services LLC

Incorporation: Limited Liability Company established in the United States.

Purpose: Ground handling staffing services for LATAM group at Miami International Airport, and ground handling services for cargo.

Registered address: 6500 N.W. 22 Street, Miami, Florida 33122, USA.

Paid-in Capital: ThUS\$0

Stake in 2024: 100%

YOY variation: 0.0%

% of Holding's assets: 0.0%

Chairman: Daniel Leng

Treasurer: Eduardo Opazo

Professional Airline Cargo Services, LLC

Incorporation: Limited Liability Company established in the United States.

Purpose: Ground handling staffing services for LATAM group at the Miami International Airport, and ground handling services for cargo.

Registered address: 6500 N.W. 22 Street, Miami, Florida 33122, USA.

Paid-in Capital: ThUS\$0

Stake in 2024: 100%

YOY variation: 0.0%

% of Holding's assets: 0.0%

Chairman: Francisco Arana

Treasurer: Eduardo Opazo

Professional Airline Maintenance Services, LLC

Incorporation: Limited Liability Company established in the United States.

Purpose: Line maintenance staffing services for LATAM Group aircraft at Miami International Airport.

Registered address: 6500 N.W. 22 Street, Miami, Florida 33122, USA.

Paid-in Capital: ThUS\$0

Stake in 2024: 100%

YOY variation: 0.0%

% of Holding's assets: 0.0%



Chairman: Jorge Hanson

Treasurer: Eduardo Opazo

Maintenance Service Experts LLC

Incorporation: Limited Liability Company established in the United States.

Purpose: Line maintenance staffing services for LATAM Group aircraft at Miami International Airport.

Registered address: 6500 N.W. 22 Street, Miami, Florida 33122, USA.

Paid-in Capital: ThUS\$0

Stake in 2024: 100%

YOY variation: 0.0%

% of Holding's assets: 0.00025%

Chairman: Jorge Hanson

Treasurer: Eduardo Opazo

LAN Cargo Repair Station, LLC

Incorporation: Limited Liability Company established in the United States.

Purpose: Line maintenance services for LATAM group and third-party aircraft and management of LAN Cargo's hangar at Miami International Airport.

Registered address: 5900 N.W. 18 Street, Miami, Florida 33122, USA.

Paid-in Capital: ThUS\$1

Stake in 2024: 100%

YOY variation: 0.0%

% of Holding's assets: 0.07%

Manager: Jorge Hanson

Connecta Corporation

Incorporation: Corporation established in the United States.

Purpose: Ownership, operating leasing, and subleasing of aircraft.

Registered address: 6500 N.W. 22 Street, Miami, Florida 33122, USA.

Paid-in Capital: ThUS\$1

Stake in 2024: 100%

YOY variation: 0.0%

% of Holding's assets: 0.2%

Chairman: Andrés Bianchi Urdinola



LAN CARGO S,A, AND SUBSIDIARY

Summarized Financial Statements for Affiliates and Subsidiaries

	AS OF DECEMBER 31, 2024 THUS\$	AS OF DECEMBER 31, 2023 THUS\$
ASSETS		
Total current assets	236,014	196,254
Total non-current assets	581,521	506,572
Total assets	817,535	702,826
LIABILITIES AND EQUITY		
LIABILITIES		
Total current liabilities	337,201	284,256
Total non-current liabilities	134,033	66,157
Total liabilities	471,234	350,413
EQUITY		
Parent's ownership interest	354,149	194,360
Participaciones no controladoras	(7,848)	158,053
Total equity	346,301	352,413
Total liabilities and equity	817,535	702,826

Statements of Income by Function

	AS OF DECEMBER 31, 2024 THUS\$	AS OF DECEMBER 31, 2023 THUS\$
Revenue	753,853	1,012,966
Cost of sales	(871,638)	(952,392)
Income (loss) from the operational activities	(117,785)	60,574
Income (loss) before taxes	(5,176)	36,679
Income tax benefits/(expense)	5,816	(12,866)
NET INCOME (LOSS) FOR THE YEAR	640	23,813
Income attributable to owners of the parent company	66	24,441
Income (Loss) attributable to non-controlling interest	574	(628)
NET INCOME (LOSS) FOR THE YEAR	640	23,813



Statements of Comprehensive Income

	AS OF DECEMBER 31, 2024 THUS\$	AS OF DECEMBER 31, 2023 THUS\$
NET INCOME/(LOSS)	640	23,813
Total Other comprehensive income (loss)	(6,201)	(5,951)
Total comprehensive income (loss)	(5,561)	17,862
COMPREHENSIVE INCOME ATTRIBUTABLE TO:		
Comprehensive income (loss) attributable to owners of the parent company	(6,135)	18,775
Comprehensive income (loss) attributable to non-controlling interests	574	(913)
TOTAL COMPREHENSIVE INCOME (LOSS)	(5,561)	17,862

Statements of Cash Flows - Direct Method

	AS OF DECEMBER 31, 2024 THUS\$	AS OF DECEMBER 31, 2023 THUS\$
Net cash (outflow) inflow from operating activities	11,974	6,329
Net cash (outflow) inflow from investing activities	(3,737)	(68)
Net cash inflow (outflow) from financing activities	(8,437)	(9,231)
Effects of variation in the exchange rate on cash and cash equivalents	(334)	437
Net (decrease) increase in cash and cash equivalents	(534)	(2,533)
CASH AND CASH EQUIVALENTS AT THE BEGINNING OF THE YEAR	42,676	45,209
CASH AND CASH EQUIVALENTS AT THE END OF THE YEAR	42,142	42,676

Statements of Changes in Equity

	PARENT’S OWNERSHIP INTEREST THUS\$	NON- CONTROLLING INTEREST THUS\$	TOTAL EQUITY THUS\$
EQUITY 2024			
Equity as of January 1, 2024	195,616	156,797	352,413
Total comprehensive income	(6,135)	574	(5,561)
Total transactions with shareholders	164,668	(165,219)	(551)
Closing balance as of December 31, 2024	354,149	(7,848)	346,301
EQUITY 2023			
Equity as of January 1, 2023	104,535	(60,706)	43,829
Total comprehensive income	18,775	(913)	17,862
Total transactions with shareholders	72,306	218,416	290,722
Closing balance as of December 31, 2023	195,616	156,797	352,413



INVERSIONES LAN S.A.

Statements of Financial Position

	AS OF DECEMBER 31, 2024 THUS\$	AS OF DECEMBER 31, 2023 THUS\$
ASSETS		
Total current assets	1,100	1,156
Total non-current assets	83	83
Total assets	1,183	1,239
LIABILITIES AND EQUITY		
LIABILITIES		
Total current liabilities	2	5
Total non-current liabilities	45	45
Total liabilities	47	50
EQUITY		
Parent’s ownership interest	1,136	1,189
Total equity	1,136	1,189
Total liabilities and equity	1,183	1,239

Statements of Income by Function

	AS OF DECEMBER 31, 2024 THUS\$	AS OF DECEMBER 31, 2023 THUS\$
Income (loss) from the operational activities	(8)	(28)
Income (loss) before taxes	(53)	(36)
Income tax benefits/(expense)	-	-
NET INCOME (LOSS) FOR THE YEAR	(53)	(36)
Income (loss) attributable to owners of the parent company	(53)	(36)
NET INCOME (LOSS) FOR THE YEAR	(53)	(36)

Statements of Comprehensive Income

	AS OF DECEMBER 31, 2024 THUS\$	AS OF DECEMBER 31, 2023 THUS\$
NET INCOME/(LOSS)	(53)	(36)
Total comprehensive income (loss)	(53)	(36)
COMPREHENSIVE INCOME ATTRIBUTABLE TO:		
Comprehensive income (loss) attributable to owners of the parent company	(53)	(36)
TOTAL COMPREHENSIVE INCOME	(53)	(36)



Statements of Cash Flows - Direct Method

	AS OF DECEMBER 31, 2024 THUS\$	AS OF DECEMBER 31, 2023 THUS\$
Net cash (outflow) inflow from operating activities	-	(9)
Net cash (outflow) inflow from investing activities	-	5
Net cash inflow (outflow) from financing activities	-	(25)
Effects of variation in the exchange rate on cash and cash equivalents		
Net (decrease) increase in cash and cash equivalents	(45)	(37)
CASH AND CASH EQUIVALENTS AT THE BEGINNING OF THE YEAR	376	413
CASH AND CASH EQUIVALENTS AT THE END OF THE YEAR	331	376

Statements of Changes in Equity

	PARENT'S OWNERSHIP INTEREST THUS\$	NON- CONTROLLING INTEREST THUS\$	TOTAL EQUITY THUS\$
EQUITY 2024			
Equity as of January 1, 2024	1,189	-	1,189
Total comprehensive income	(53)	-	(53)
Closing balance as of December 31, 2024	1,136	-	1,136
EQUITY 2023			
Equity as of January 1, 2023	1,225	-	1,225
Total comprehensive income	(36)	-	(36)
Closing balance as of December 31, 2023	1,189	-	1,189

LAN PAX GROUP AND SUBSIDIARY

tatements of Financial Position

	AS OF DECEMBER 31, 2024 THUS\$	AS OF DECEMBER 31, 2023 THUS\$
ASSETS		
Total current assets	260,217	288,471
Total non-current assets	202,531	198,765
Total assets	462,748	487,236
LIABILITIES AND EQUITY		
LIABILITIES		
Total current liabilities	1,623,423	1,583,445
Total non-current liabilities	310,076	252,092
Total liabilities	1,933,499	1,835,537
EQUITY		
Parent's ownership interest	(1,093,630)	(1,002,254)
Participaciones no controladoras	(377,121)	(346,047)
Total equity	(1,470,751)	(1,348,301)
Total liabilities and equity	462,748	487,236



Statements of Income by Function

	AS OF DECEMBER 31, 2024 THUS\$	AS OF DECEMBER 31, 2023 THUS\$
Revenue	871,353	777,370
Cost of sales	(844,605)	(701,518)
Income (loss) from the operational activities	26,748	75,852
Income (loss) before taxes	(123,399)	8,197
Income tax benefits/(expense)	636	(683)
NET INCOME (LOSS) FOR THE YEAR	(122,763)	7,514

Statements of Comprehensive Income

	AS OF DECEMBER 31, 2024 THUS\$	AS OF DECEMBER 31, 2023 THUS\$
NET INCOME/(LOSS)	(122,763)	7,514
Total Other comprehensive income (loss)	31,945	(27,517)
Total comprehensive income (loss)	(90,818)	(20,003)
COMPREHENSIVE INCOME ATTRIBUTABLE TO:		
Comprehensive income (loss) attributable to owners of the parent company	(106,787)	22,660
Comprehensive income (loss) attributable to non-controlling interests	15,969	(42,663)
TOTAL COMPREHENSIVE INCOME (LOSS)	(90,818)	(20,003)

Statements of Cash Flows - Direct Method

	AS OF DECEMBER 31, 2024 THUS\$	AS OF DECEMBER 31, 2023 THUS\$
Net cash (outflow) inflow from operating activities	35,902	93,513
Net cash (outflow) inflow from investing activities	1,583	(899)
Net cash inflow (outflow) from financing activities	(61,504)	112
Effects of variation in the exchange rate on cash and cash equivalents	(26)	(263)
Net (decrease) increase in cash and cash equivalents	(24,045)	92,463
CASH AND CASH EQUIVALENTS AT THE BEGINNING OF THE YEAR	184,150	91,687
CASH AND CASH EQUIVALENTS AT THE END OF THE YEAR	160,105	184,150

Statements of Changes in Equity

	PARENT'S OWNERSHIP INTEREST THUS\$	NON- CONTROLLING INTEREST THUS\$	TOTAL EQUITY THUS\$
EQUITY 2024			
Equity as of January 1, 2024	(1,002,254)	(346,047)	(1,348,301)
Total comprehensive income	(106,787)	15,969	(90,818)
Total transactions with shareholders	15,411	(47,043)	(31,632)
Closing balance as of December 31, 2024	(1,093,630)	(377,121)	(1,470,751)
EQUITY 2023			
Equity as of January 1, 2023	(1,342,687)	6,951	(1,335,736)
Total comprehensive income	22,660	(42,663)	(20,003)
Total transactions with shareholders	317,773	(310,335)	7,438
Closing balance as of December 31, 2023	(1,002,254)	(346,047)	(1,348,301)



LATAM FINANCE LIMITED

Statements of Financial Position

	AS OF DECEMBER 31, 2024 THUS\$	AS OF DECEMBER 31, 2023 THUS\$
ASSETS		
Total current assets	113	114
Total non-current assets	-	-
Total assets	113	114
LIABILITIES AND EQUITY		
LIABILITIES		
Total current liabilities	208,621	208,621
Total non-current liabilities	-	-
Total liabilities	208,621	208,621
EQUITY		
Parent’s ownership interest	(208,508)	(208,507)
Total equity	(208,508)	(208,507)
Total liabilities and equity	113	114

Statements of Income by Function

	AS OF DECEMBER 31, 2024 THUS\$	AS OF DECEMBER 31, 2023 THUS\$
Income (loss) from the operational activities	(1)	(1)
Income (loss) before taxes	(1)	(1)
Income tax benefits/(expense)	-	-
NET INCOME (LOSS) FOR THE YEAR	(1)	(1)
Income attributable to owners of the parent company	(1)	(1)
NET INCOME (LOSS) FOR THE YEAR	(1)	(1)

Statements of Comprehensive Income

	AS OF DECEMBER 31, 2024 THUS\$	AS OF DECEMBER 31, 2023 THUS\$
NET INCOME/(LOSS)	(1)	(1)
Total Other comprehensive income (loss)	-	-
Total comprehensive income (loss)	(1)	(1)
COMPREHENSIVE INCOME ATTRIBUTABLE TO:		
Comprehensive income (loss) attributable to owners of the parent company	(1)	(1)
TOTAL COMPREHENSIVE INCOME (LOSS)	(1)	(1)



Statements of Cash Flows - Direct Method

	AS OF DECEMBER 31, 2024 THUS\$	AS OF DECEMBER 31, 2023 THUS\$
Net cash (outflow) inflow from operating activities	-	-
Net cash (outflow) inflow from investing activities	(1)	(1)
Net cash inflow (outflow) from financing activities	-	-
Effects of variation in the exchange rate on cash and cash equivalents	-	-
Net (decrease) increase in cash and cash equivalents	(1)	(1)
CASH AND CASH EQUIVALENTS AT THE BEGINNING OF THE YEAR	114	115
CASH AND CASH EQUIVALENTS AT THE END OF THE YEAR	113	114

Statements of Changes in Equity

	PARENT'S OWNERSHIP INTEREST THUS\$	NON- CONTROLLING INTEREST THUS\$	TOTAL EQUITY THUS\$
EQUITY 2024			
Equity as of January 1, 2024	(208,507)	-	(208,507)
Total comprehensive income	(1)	-	(1)
Total transactions with shareholders	-	-	-
Closing balance as of December 31, 2024	(208,508)	-	(208,508)
EQUITY 2023			
Equity as of January 1, 2023	(208,506)	-	(208,506)
Total comprehensive income	(1)	-	(1)
Total transactions with shareholders	-	-	-
Closing balance as of December 31, 2023	(208,507)	-	(208,507)

PROFESSIONAL AIRLINE SERVICES INC Y FILIALES

Statements of Financial Position

	AS OF DECEMBER 31, 2024 THUS\$	AS OF DECEMBER 31, 2023 THUS\$
ASSETS		
Total current assets	12,617	15,571
Total non-current assets	-	-
Total assets	12,617	15,571
LIABILITIES AND EQUITY		
LIABILITIES		
Total current liabilities	5,769	10,943
Total non-current liabilities	-	-
Total liabilities	5,769	10,943
EQUITY		
Parent's ownership interest	6,848	4,628
Total equity	6,848	4,628
Total liabilities and equity	12,617	15,571



Statements of Income by Function

	AS OF DECEMBER 31, 2024 THUS\$	AS OF DECEMBER 31, 2023 THUS\$
Revenue	91,367	75,007
Cost of sales	(53,538)	(45,009)
Income (loss) from the operational activities	37,829	29,998
Income (loss) before taxes	2,522	1,894
Income tax benefits/(expense)	(302)	(374)
NET INCOME (LOSS) FOR THE YEAR	2,220	1,520
Income attributable to owners of the parent company	2,220	1,520
NET INCOME (LOSS) FOR THE YEAR	2,220	1,520

Statements of Comprehensive Income

	AS OF DECEMBER 31, 2024 THUS\$	AS OF DECEMBER 31, 2023 THUS\$
NET INCOME/(LOSS)	2,220	1,520
Total Other comprehensive income (loss)	-	-
Total comprehensive income (loss)	2,220	1,520
COMPREHENSIVE INCOME ATTRIBUTABLE TO:		
Comprehensive income (loss) attributable to owners of the parent company	2,220	1,520
TOTAL COMPREHENSIVE INCOME (LOSS)	2,220	1,520

Statements of Cash Flows - Direct Method

	AS OF DECEMBER 31, 2024 THUS\$	AS OF DECEMBER 31, 2023 THUS\$
Net cash (outflow) inflow from operating activities	2,434	(831)
Net cash (outflow) inflow from investing activities	-	-
Net cash inflow (outflow) from financing activities	-	-
Effects of variation in the exchange rate on cash and cash equivalents	-	-
Net (decrease) increase in cash and cash equivalents	2,434	(831)
CASH AND CASH EQUIVALENTS AT THE BEGINNING OF THE YEAR	621	1,452
CASH AND CASH EQUIVALENTS AT THE END OF THE YEAR	3,055	621

Statements of Changes in Equity

	PARENT'S OWNERSHIP INTEREST THUS\$	NON- CONTROLLING INTEREST THUS\$	TOTAL EQUITY THUS\$
EQUITY 2024			
Equity as of January 1, 2024	4,628	-	4,628
Total comprehensive income	2,220	-	2,220
Total transactions with shareholders	-	-	-
Closing balance as of December 31, 2024	6,848	-	6,848
EQUITY 2023			
Equity as of January 1, 2023	3,108	-	3,108
Total comprehensive income	1,520	-	1,520
Total transactions with shareholders	-	-	-
Closing balance as of December 31, 2023	4,628	-	4,628



HOLDCO I S.A.

Statements of Financial Position

	AS OF DECEMBER 31, 2024 THUS\$	AS OF DECEMBER 31, 2023 THUS\$
ASSETS		
Total current assets	1	-
Total non-current assets	351,587	351,587
Total assets	351,588	351,587
LIABILITIES AND EQUITY		
LIABILITIES		
Total current liabilities	3,873	3,791
Total non-current liabilities	-	-
Total liabilities	3,873	3,791
EQUITY		
Parent’s ownership interest	347,715	347,796
Total equity	347,715	347,796
Total liabilities and equity	351,588	351,587

Statements of Income by Function

	AS OF DECEMBER 31, 2024 THUS\$	AS OF DECEMBER 31, 2023 THUS\$
Income (loss) from the operational activities	(556)	(653)
Income (loss) before taxes	(81)	(554)
Income tax benefits/(expense)	-	-
NET INCOME (LOSS) FOR THE YEAR	(81)	(554)
Income (loss) attributable to owners of the parent company	(81)	(554)
NET INCOME (LOSS) FOR THE YEAR	(81)	(554)

Statements of Comprehensive Income

	AS OF DECEMBER 31, 2024 THUS\$	AS OF DECEMBER 31, 2023 THUS\$
NET INCOME/(LOSS)	(81)	(554)
Total Other comprehensive income (loss)	-	-
Total comprehensive income (loss)	(81)	(554)
COMPREHENSIVE INCOME ATTRIBUTABLE TO:		
Comprehensive income (loss) attributable to owners of the parent company	(81)	(554)
TOTAL COMPREHENSIVE INCOME	(81)	(554)



Statements of Cash Flows - Direct Method

	AS OF DECEMBER 31, 2024 THUS\$	AS OF DECEMBER 31, 2023 THUS\$
Net cash (outflow) inflow from operating activities	-	-
Net cash (outflow) inflow from investing activities	-	-
Net cash inflow (outflow) from financing activities	-	-
Effects of variation in the exchange rate on cash and cash equivalents	-	-
Net (decrease) increase in cash and cash equivalents	-	-
CASH AND CASH EQUIVALENTS AT THE BEGINNING OF THE YEAR	-	-
CASH AND CASH EQUIVALENTS AT THE END OF THE YEAR	-	-

Statements of Changes in Equity

	PARENT'S OWNERSHIP INTEREST THUS\$	NON- CONTROLLING INTEREST THUS\$	TOTAL EQUITY THUS\$
EQUITY 2024			
Equity as of January 1, 2024	347,796	-	347,796
Total comprehensive income	(81)	-	(81)
Total transactions with shareholders	-	-	-
Closing balance as of December 31, 2024	347,715	-	347,715
EQUITY 2023			
Equity as of January 1, 2023	348,350	-	348,350
Total comprehensive income	(554)	-	(554)
Total transactions with shareholders	-	-	-
Closing balance as of December 31, 2023	347,796	-	347,796

JARLETUL S.A.

Statements of Financial Position

	AS OF DECEMBER 31, 2024 THUS\$	AS OF DECEMBER 31, 2023 THUS\$
ASSETS		
Total current assets	12	16
Total non-current assets	-	-
Total assets	12	16
LIABILITIES AND EQUITY		
LIABILITIES		
Total current liabilities	1,101	1,101
Total non-current liabilities	-	-
Total liabilities	1,101	1,101
EQUITY		
Parent's ownership interest	(1,089)	(1,085)
Total equity	(1,089)	(1,085)
Total liabilities and equity	12	16



Statements of Income by Function

	AS OF DECEMBER 31, 2024 THUS\$	AS OF DECEMBER 31, 2023 THUS\$
Income (loss) from the operational activities	(3)	7
Income (loss) before taxes	(4)	8
Income tax benefits/(expense)	-	-
NET INCOME (LOSS) FOR THE YEAR	(4)	8
Income (loss) attributable to owners of the parent company	(4)	8
NET INCOME (LOSS) FOR THE YEAR	(4)	8

Statements of Comprehensive Income

	AS OF DECEMBER 31, 2024 THUS\$	AS OF DECEMBER 31, 2023 THUS\$
NET INCOME/(LOSS)	(4)	8
Total Other comprehensive income (loss)	-	-
Total comprehensive income (loss)	(4)	8
COMPREHENSIVE INCOME ATTRIBUTABLE TO:		
Comprehensive income (loss) attributable to owners of the parent company	(4)	8
TOTAL COMPREHENSIVE INCOME	(4)	8

Statements of Cash Flows - Direct Method

	AS OF DECEMBER 31, 2024 THUS\$	AS OF DECEMBER 31, 2023 THUS\$
Net cash (outflow) inflow from operating activities	(1)	(6)
Net cash (outflow) inflow from investing activities	-	-
Net cash inflow (outflow) from financing activities	-	-
Effects of variation in the exchange rate on cash and cash equivalents	(1)	(1)
Net (decrease) increase in cash and cash equivalents	(2)	(7)
CASH AND CASH EQUIVALENTS AT THE BEGINNING OF THE YEAR	8	15
CASH AND CASH EQUIVALENTS AT THE END OF THE YEAR	6	8

Statements of Changes in Equity

	PARENT'S OWNERSHIP INTEREST THUS\$	NON- CONTROLLING INTEREST THUS\$	TOTAL EQUITY THUS\$
EQUITY 2024			
Equity as of January 1, 2024	(1,085)	-	(1,085)
Total comprehensive income	(4)	-	(4)
Closing balance as of December 31, 2024	(1,089)	-	(1,089)
EQUITY 2023			
Equity as of January 1, 2023	(1,093)	-	(1,093)
Total comprehensive income	8	-	8
Closing balance as of December 31, 2023	(1,085)	-	(1,085)



LATAM AIRLINES PERÚ S.A.

Statements of Financial Position

	AS OF DECEMBER 31, 2024 THUS\$	AS OF DECEMBER 31, 2023 THUS\$
ASSETS		
Total current assets	401,748	312,628
Total non-current assets	36,020	21,853
Total assets	437,768	334,481
LIABILITIES AND EQUITY		
LIABILITIES		
Total current liabilities	342,838	281,208
Total non-current liabilities	23,251	4,437
Total liabilities	366,089	285,645
EQUITY		
Parent’s ownership interest	71,679	48,836
Total equity	71,679	48,836
Total liabilities and equity	437,768	334,481

Statements of Income by Function

	AS OF DECEMBER 31, 2024 THUS\$	AS OF DECEMBER 31, 2023 THUS\$
Revenue	1,723,497	1,404,081
Cost of sales	(1,471,590)	(1,271,863)
Income (loss) from the operational activities	251,907	132,218
Income (loss) before taxes	34,884	(4,341)
Income tax benefits/(expense)	(12,042)	(325)
NET INCOME (LOSS) FOR THE YEAR	22,842	(4,666)
Income attributable to owners of the parent company	22,842	(4,666)
NET INCOME (LOSS) FOR THE YEAR	22,842	(4,666)

Statements of Comprehensive Income

	AS OF DECEMBER 31, 2024 THUS\$	AS OF DECEMBER 31, 2023 THUS\$
NET INCOME/(LOSS)	22,842	(4,666)
Total Other comprehensive income (loss)	-	-
Total comprehensive income (loss)	22,842	(4,666)
COMPREHENSIVE INCOME ATTRIBUTABLE TO:		
Comprehensive income (loss) attributable to owners of the parent company	22,842	(4,666)
TOTAL COMPREHENSIVE INCOME (LOSS)	22,842	(4,666)



Statements of Cash Flows - Direct Method

	AS OF DECEMBER 31, 2024 THUS\$	AS OF DECEMBER 31, 2023 THUS\$
Net cash (outflow) inflow from operating activities	14,911	43,277
Net cash (outflow) inflow from investing activities	(5,365)	(1,751)
Net cash inflow (outflow) from financing activities	(1,148)	(91)
Effects of variation in the exchange rate on cash and cash equivalents	-	-
Net (decrease) increase in cash and cash equivalents	8,398	41,435
CASH AND CASH EQUIVALENTS AT THE BEGINNING OF THE YEAR	97,685	56,250
CASH AND CASH EQUIVALENTS AT THE END OF THE YEAR	106,083	97,685

Statements of Changes in Equity

	PARENT'S OWNERSHIP INTEREST THUS\$	NON- CONTROLLING INTEREST THUS\$	TOTAL EQUITY THUS\$
EQUITY 2024			
Equity as of January 1, 2024	48,836	-	48,836
Total comprehensive income	22,843	-	22,843
Total transactions with shareholders	-	-	-
Closing balance as of December 31, 2024	71,679	-	71,679
EQUITY 2023			
Equity as of January 1, 2023	54,595	-	54,595
Total comprehensive income	(4,666)	-	(4,666)
Total transactions with shareholders	(1,093)	-	(1,093)
Closing balance as of December 31, 2023	48,836	-	48,836

LATAM TRAVEL CHILE II S.A.

Statements of Financial Position

	AS OF DECEMBER 31, 2024 THUS\$	AS OF DECEMBER 31, 2023 THUS\$
ASSETS		
Total current assets	22	21
Total non-current assets	336	336
Total assets	358	357
LIABILITIES AND EQUITY		
LIABILITIES		
Total current liabilities	1,243	1,240
Total non-current liabilities	-	-
Total liabilities	1,243	1,240
EQUITY		
Parent's ownership interest	(885)	(883)
Total equity	(885)	(883)
Total liabilities and equity	358	357



Statements of Income by Function

	AS OF DECEMBER 31, 2024 THUS\$	AS OF DECEMBER 31, 2023 THUS\$
Income (loss) from the operational activities	(2)	(16)
Income (loss) before taxes	(2)	(16)
Income tax benefits/(expense)	-	-
NET INCOME (LOSS) FOR THE YEAR	(2)	(16)
Income attributable to owners of the parent company	(2)	(16)
NET INCOME (LOSS) FOR THE YEAR	(2)	(16)

Statements of Comprehensive Income

	AS OF DECEMBER 31, 2024 THUS\$	AS OF DECEMBER 31, 2023 THUS\$
NET INCOME/(LOSS)	(2)	(16)
Total Other comprehensive income (loss)	-	-
Total comprehensive income (loss)	(2)	(16)
COMPREHENSIVE INCOME ATTRIBUTABLE TO:		
Comprehensive income (loss) attributable to owners of the parent company	(2)	(16)
TOTAL COMPREHENSIVE INCOME (LOSS)	(2)	(16)

Statements of Cash Flows - Direct Method

	AS OF DECEMBER 31, 2024 THUS\$	AS OF DECEMBER 31, 2023 THUS\$
Net cash (outflow) inflow from operating activities	-	-
Net cash (outflow) inflow from investing activities	-	-
Net cash inflow (outflow) from financing activities	-	-
Effects of variation in the exchange rate on cash and cash equivalents	-	-
Net (decrease) increase in cash and cash equivalents	-	-
CASH AND CASH EQUIVALENTS AT THE BEGINNING OF THE YEAR	20	20
CASH AND CASH EQUIVALENTS AT THE END OF THE YEAR	20	20

Statements of Changes in Equity

	PARENT'S OWNERSHIP INTEREST THUS\$	NON- CONTROLLING INTEREST THUS\$	TOTAL EQUITY THUS\$
EQUITY 2024			
Equity as of January 1, 2024	(883)	-	(883)
Total comprehensive income	(2)	-	(2)
Total transactions with shareholders	-	-	-
Closing balance as of December 31, 2024	(885)	-	(885)
EQUITY 2023			
Equity as of January 1, 2023	(867)	-	(867)
Total comprehensive income	(16)	-	(16)
Total transactions with shareholders	-	-	-
Closing balance as of December 31, 2023	(883)	-	(883)



LATAM TRAVEL S.A.

Statements of Financial Position

	AS OF DECEMBER 31, 2024 THUS\$	AS OF DECEMBER 31, 2023 THUS\$
ASSETS		
Total current assets	4,039,551	3,648,806
Total non-current assets	-	118,296
Total assets	4,039,551	3,767,102
LIABILITIES AND EQUITY		
LIABILITIES		
Total current liabilities	33,303	577,202
Total non-current liabilities	1,663,616	709,536
Total liabilities	1,696,919	1,286,738
EQUITY		
Parent's ownership interest	2,342,632	2,480,364
Total equity	2,342,632	2,480,364
Total liabilities and equity	4,039,551	3,767,102

Statements of Income by Function

	AS OF DECEMBER 31, 2024 THUS\$	AS OF DECEMBER 31, 2023 THUS\$
Revenue	952,392	2,013,547
Cost of sales	(1,066)	(495)
Income (loss) from the operational activities	951,326	2,013,052
Income (loss) before taxes	(3,748,905)	778,318
Income tax benefits/(expense)	(1,119)	-
NET INCOME (LOSS) FOR THE YEAR	(3,750,024)	778,318
Income attributable to owners of the parent company	(3,750,024)	778,318
NET INCOME (LOSS) FOR THE YEAR	(3,750,024)	778,318

Statements of Comprehensive Income

	AS OF DECEMBER 31, 2024 THUS\$	AS OF DECEMBER 31, 2023 THUS\$
NET INCOME/(LOSS)	(3,750,024)	778,318
Total Other comprehensive income (loss)	-	-
Total comprehensive income (loss)	(3,750,024)	778,318
COMPREHENSIVE INCOME ATTRIBUTABLE TO:		
Comprehensive income (loss) attributable to owners of the parent company	(3,750,024)	778,318
TOTAL COMPREHENSIVE INCOME (LOSS)	(3,750,024)	778,318



Statements of Cash Flows - Direct Method

	AS OF DECEMBER 31, 2024 THUS\$	AS OF DECEMBER 31, 2023 THUS\$
Net cash (outflow) inflow from operating activities	(767,273)	(2,553,495)
Net cash (outflow) inflow from investing activities	796,743	1,364,128
Net cash inflow (outflow) from financing activities	-	-
Effects of variation in the exchange rate on cash and cash equivalents	649,252	2,794,378
Net (decrease) increase in cash and cash equivalents	678,722	1,605,011
CASH AND CASH EQUIVALENTS AT THE BEGINNING OF THE YEAR	2,398,850	793,839
CASH AND CASH EQUIVALENTS AT THE END OF THE YEAR	3,077,572	2,398,850

Statements of Changes in Equity

	PARENT'S OWNERSHIP INTEREST THUS\$	NON- CONTROLLING INTEREST THUS\$	TOTAL EQUITY THUS\$
EQUITY 2024			
Equity as of January 1, 2024	2,480,364	-	2,480,364
Total comprehensive income	(3,750,024)	-	(3,750,024)
Total transactions with shareholders	3,612,292	-	3,612,292
Closing balance as of December 31, 2024	2,342,632	-	2,342,632
EQUITY 2023			
Equity as of January 1, 2023	840,714	-	840,714
Total comprehensive income	778,318	-	778,318
Total transactions with shareholders	861,332	-	861,332
Closing balance as of December 31, 2023	2,480,364	-	2,480,364

LATAM TRAVEL S.R.L.

Estado de Situación Financiera

	AS OF DECEMBER 31, 2024 THUS\$	AS OF DECEMBER 31, 2023 THUS\$
ASSETS		
Total current assets	93	93
Total non-current assets	-	-
Total assets	93	93
LIABILITIES AND EQUITY		
LIABILITIES		
Total current liabilities	-	-
Total non-current liabilities	-	-
Total liabilities	-	-
EQUITY		
Parent's ownership interest	93	93
Total equity	93	93
Total liabilities and equity	93	93



Estado de Resultados Consolidados por Función

	AS OF DECEMBER 31, 2024 THUS\$	AS OF DECEMBER 31, 2023 THUS\$
Income (loss) from the operational activities	-	5
Income (loss) before taxes	-	5
Income tax benefits/(expense)	-	-
NET INCOME (LOSS) FOR THE YEAR	-	5
Income attributable to owners of the parent company	-	5
NET INCOME (LOSS) FOR THE YEAR	-	5

Statements of Comprehensive Income

	AS OF DECEMBER 31, 2024 THUS\$	AS OF DECEMBER 31, 2023 THUS\$
NET INCOME/(LOSS)	-	5
Total Other comprehensive income (loss)	-	-
Total comprehensive income (loss)	-	5
COMPREHENSIVE INCOME ATTRIBUTABLE TO:		
Comprehensive income (loss) attributable to owners of the parent company	-	5
TOTAL COMPREHENSIVE INCOME (LOSS)	-	5

Statements of Cash Flows - Direct Method

	AS OF DECEMBER 31, 2024 THUS\$	AS OF DECEMBER 31, 2023 THUS\$
Net cash (outflow) inflow from operating activities	-	-
Net cash (outflow) inflow from investing activities	-	-
Net cash inflow (outflow) from financing activities	-	-
Effects of variation in the exchange rate on cash and cash equivalents	-	-
Net (decrease) increase in cash and cash equivalents	-	-
CASH AND CASH EQUIVALENTS AT THE BEGINNING OF THE YEAR	64	64
CASH AND CASH EQUIVALENTS AT THE END OF THE YEAR	64	64

Statements of Changes in Equity

	PARENT'S OWNERSHIP INTEREST THUS\$	NON- CONTROLLING INTEREST THUS\$	TOTAL EQUITY THUS\$
EQUITY 2024			
Equity as of January 1, 2024	93	-	93
Total comprehensive income	-	-	-
Total transactions with shareholders	-	-	-
Closing balance as of December 31, 2024	93	-	93
EQUITY 2023			
Equity as of January 1, 2023	88	-	88
Total comprehensive income	5	-	5
Total transactions with shareholders	-	-	-
Closing balance as of December 31, 2023	93	-	93



PEUCO FINANCE LIMITED

Statements of Financial Position

	AS OF DECEMBER 31, 2024 THUS\$	AS OF DECEMBER 31, 2023 THUS\$
ASSETS		
Total current assets	-	-
Total non-current assets	-	-
Total assets	-	-
LIABILITIES AND EQUITY		
LIABILITIES		
Total current liabilities	-	-
Total non-current liabilities	-	-
Total liabilities	-	-
EQUITY		
Parent’s ownership interest	-	-
Total equity	-	-
Total liabilities and equity	-	-

Statements of Income by Function

	AS OF DECEMBER 31, 2024 THUS\$	AS OF DECEMBER 31, 2023 THUS\$
Income (loss) from the operational activities	-	-
Income (loss) before taxes	-	-
Income tax benefits/(expense)	-	-
NET INCOME (LOSS) FOR THE YEAR	-	-
Income attributable to owners of the parent company	-	-
NET INCOME (LOSS) FOR THE YEAR	-	-



TAM S.A. AND SUBSIDIARY

Statements of Financial Position

	AS OF DECEMBER 31, 2024 THUS\$	AS OF DECEMBER 31, 2023 THUS\$
ASSETS		
Total current assets	2,575,407	2,441,250
Total non-current assets	1,495,062	1,798,452
Total assets	4,070,469	4,239,702
LIABILITIES AND EQUITY		
LIABILITIES		
Total current liabilities	1,919,471	2,042,204
Total non-current liabilities	637,571	985,169
Total liabilities	2,557,042	3,027,373
EQUITY		
Parent's ownership interest	1,512,327	1,211,177
Participaciones no controladoras	1,100	1,152
Total equity	1,513,427	1,212,329
Total liabilities and equity	4,070,469	4,239,702

Statements of Income by Function

	AS OF DECEMBER 31, 2024 THUS\$	AS OF DECEMBER 31, 2023 THUS\$
Revenue	6,313,297	5,794,599
Cost of sales	(5,137,469)	(4,587,151)
Income (loss) from the operational activities	1,175,828	1,207,448
Income (loss) before taxes	714,397	739,480
Income tax benefits/(expense)	(40,749)	1,303
NET INCOME (LOSS) FOR THE YEAR	673,648	740,783
Income attributable to owners of the parent company	673,327	740,476
Income (Loss) attributable to non-controlling interest	321	307
NET INCOME (LOSS) FOR THE YEAR	673,648	740,783

Statements of Comprehensive Income

	AS OF DECEMBER 31, 2024 THUS\$	AS OF DECEMBER 31, 2023 THUS\$
NET INCOME/(LOSS)	673,648	740,783
Total Other comprehensive income (loss)	(390,371)	804,936
Total comprehensive income (loss)	283,277	1,545,719
COMPREHENSIVE INCOME ATTRIBUTABLE TO:		
Comprehensive income (loss) attributable to owners of the parent company	282,788	1,545,328
Comprehensive income (loss) attributable to non-controlling interests	489	391
TOTAL COMPREHENSIVE INCOME (LOSS)	283,277	1,545,719



Statements of Cash Flows - Direct Method

	AS OF DECEMBER 31, 2024 THUS\$	AS OF DECEMBER 31, 2023 THUS\$
Net cash (outflow) inflow from operating activities	194,695	364,469
Net cash (outflow) inflow from investing activities	(352)	(31,311)
Net cash inflow (outflow) from financing activities	(13,668)	(18,698)
Effects of variation in the exchange rate on cash and cash equivalents	(110,436)	35,214
Net (decrease) increase in cash and cash equivalents	70,239	349,674
CASH AND CASH EQUIVALENTS AT THE BEGINNING OF THE YEAR	733,807	384,133
CASH AND CASH EQUIVALENTS AT THE END OF THE YEAR	804,046	733,807

Statements of Changes in Equity

	PARENT'S OWNERSHIP INTEREST THUS\$	NON- CONTROLLING INTEREST THUS\$	TOTAL EQUITY THUS\$
EQUITY 2024			
Equity as of January 1, 2024	1,211,177	1,152	1,212,329
Total comprehensive income	282,788	489	283,277
Total transactions with shareholders	18,362	(541)	17,821
Closing balance as of December 31, 2024	1,512,327	1,100	1,513,427
EQUITY 2023			
Equity as of January 1, 2023	(734,515)	815	(733,700)
Total comprehensive income	1,545,335	391	1,545,726
Total transactions with shareholders	400,357	(54)	400,303
Closing balance as of December 31, 2023	1,211,177	1,152	1,212,329

TECHNICAL TRAINING LATAM S.A.

Statements of Financial Position

	AS OF DECEMBER 31, 2024 THUS\$	AS OF DECEMBER 31, 2023 THUS\$
ASSETS		
Total current assets	1,089,498	977,726
Total non-current assets	143,702	115,135
Total assets	1,233,200	1,092,861
LIABILITIES AND EQUITY		
LIABILITIES		
Total current liabilities	266,650	396,039
Total non-current liabilities	470,337	386,878
Total liabilities	736,987	782,917
EQUITY		
Parent's ownership interest	496,213	309,944
Total equity	496,213	309,944
Total liabilities and equity	1,233,200	1,092,861



Statements of Income by Function

	AS OF DECEMBER 31, 2024 THUS\$	AS OF DECEMBER 31, 2023 THUS\$
Revenue	1,319,335	1,110,860
Cost of sales	(997,548)	(955,841)
Income (loss) from the operational activities	321,787	155,019
Income (loss) before taxes	361,382	153,438
Income tax benefits/(expense)	(137,906)	(44,699)
NET INCOME (LOSS) FOR THE YEAR	223,476	108,739
Income attributable to owners of the parent company	223,476	108,739
NET INCOME (LOSS) FOR THE YEAR	223,476	108,739

Statements of Comprehensive Income

	AS OF DECEMBER 31, 2024 THUS\$	AS OF DECEMBER 31, 2023 THUS\$
NET INCOME/(LOSS)	223,476	108,739
Total Other comprehensive income (loss)	(37,207)	(63,382)
Total comprehensive income (loss)	186,269	45,357
COMPREHENSIVE INCOME ATTRIBUTABLE TO:		
Comprehensive income (loss) attributable to owners of the parent company	186,269	45,357
TOTAL COMPREHENSIVE INCOME (LOSS)	186,269	45,357

Statements of Cash Flows - Direct Method

	AS OF DECEMBER 31, 2024 THUS\$	AS OF DECEMBER 31, 2023 THUS\$
Net cash (outflow) inflow from operating activities	(99,797)	(3,269)
Net cash (outflow) inflow from investing activities	-	-
Net cash inflow (outflow) from financing activities	-	-
Effects of variation in the exchange rate on cash and cash equivalents	9,683	4,489
Net (decrease) increase in cash and cash equivalents	(90,114)	1,220
CASH AND CASH EQUIVALENTS AT THE BEGINNING OF THE YEAR	137,689	136,469
CASH AND CASH EQUIVALENTS AT THE END OF THE YEAR	47,575	137,689

Statements of Changes in Equity

	PARENT'S OWNERSHIP INTEREST THUS\$	NON- CONTROLLING INTEREST THUS\$	TOTAL EQUITY THUS\$
EQUITY 2024			
Equity as of January 1, 2024	309,944	-	309,944
Total comprehensive income	186,269	-	186,269
Closing balance as of December 31, 2024	496,213	-	496,213
EQUITY 2023			
Equity as of January 1, 2023	264,587	-	264,587
Total comprehensive income	45,357	-	45,357
Closing balance as of December 31, 2023	309,944	-	309,944



FAISAN FINANCE DAC

Statements of Financial Position

	AS OF DECEMBER 31, 2024 THUS\$
ASSETS	
Total current assets	-
Total non-current assets	-
Total assets	-
LIABILITIES AND EQUITY	
LIABILITIES	
Total current liabilities	-
Total non-current liabilities	-
Total liabilities	-
EQUITY	
Parent’s ownership interest	-
Total equity	-
Total liabilities and equity	-

Statements of Income by Function

	AS OF DECEMBER 31, 2024 THUS\$
Income (loss) from the operational activities	-
Income (loss) before taxes	-
Income tax benefits/(expense)	-
NET INCOME (LOSS) FOR THE YEAR	-
Income (loss) attributable to owners of the parent company	-
NET INCOME (LOSS) FOR THE YEAR	-

Statements of Comprehensive Income

	AS OF DECEMBER 31, 2024 THUS\$
NET INCOME/(LOSS)	-
Total Other comprehensive income (loss)	-
Total comprehensive income (loss)	-
COMPREHENSIVE INCOME ATTRIBUTABLE TO:	
Comprehensive income (loss) attributable to owners of the parent company	-
TOTAL COMPREHENSIVE INCOME	-

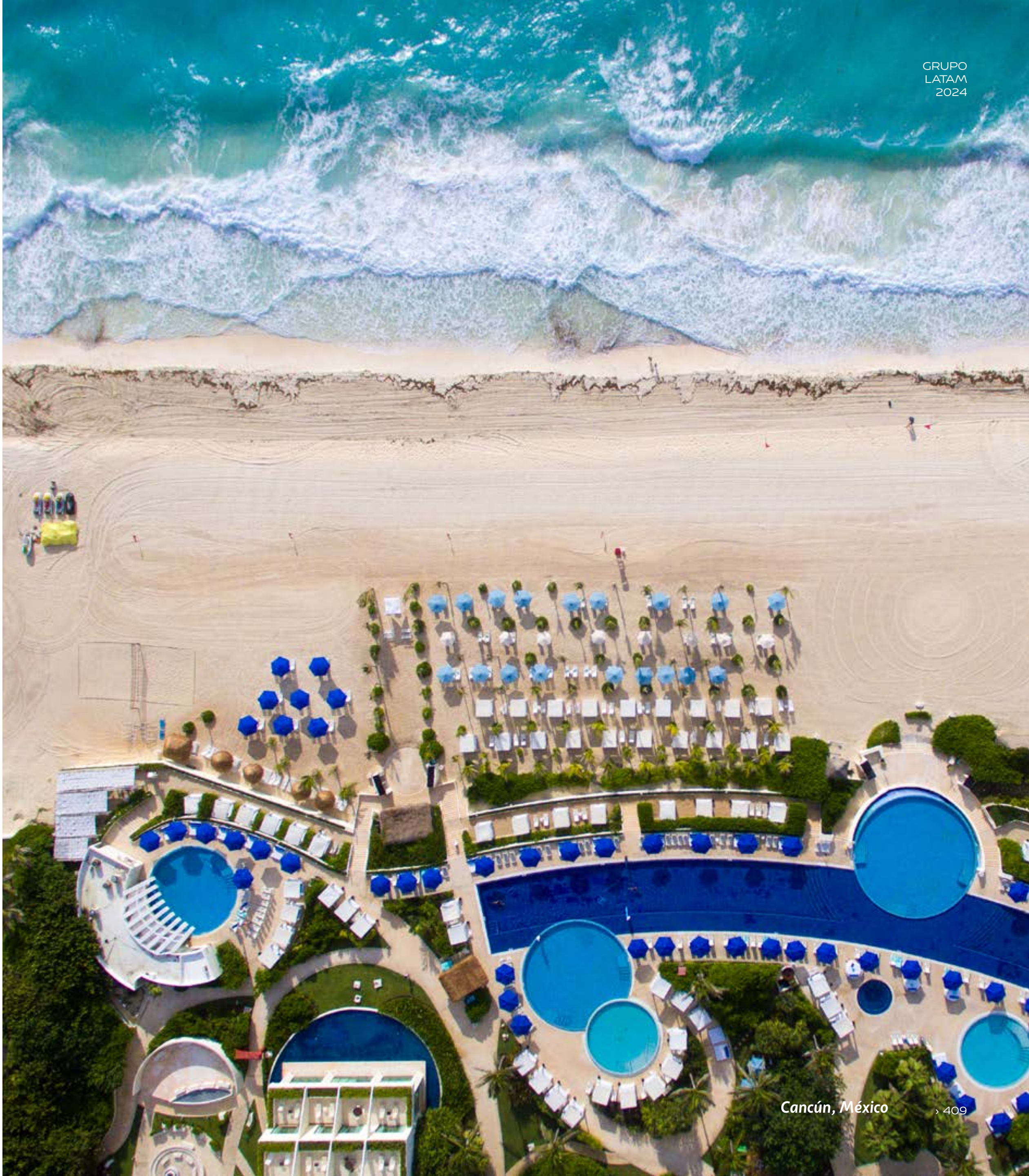


Statements of Cash Flows - Direct Method

	AS OF DECEMBER 31, 2024 THUS\$
Net cash (outflow) inflow from operating activities	-
Net cash (outflow) inflow from investing activities	-
Net cash inflow (outflow) from financing activities	-
Effects of variation in the exchange rate on cash and cash equivalents	-
Net (decrease) increase in cash and cash equivalents	-
CASH AND CASH EQUIVALENTS AT THE BEGINNING OF THE YEAR	-
CASH AND CASH EQUIVALENTS AT THE END OF THE YEAR	-

Statements of Changes in Equity

	PARENT'S OWNERSHIP INTEREST THUS\$	NON- CONTROLLING INTEREST THUS\$	TOTAL EQUITY THUS\$
PATRIMONIO 2024			
Equity as of January 1, 2024	-	-	-
Total comprehensive income	-	-	-
Closing balance as of December 31, 2024	-	-	-



FINANCIAL ANALYSIS

Comparative analysis and explanation of main trends:

CONSOLIDATED FINANCIAL STATEMENT

Below, we are presenting the main financial indicators in the Consolidated Financial Statement:

	31-12-2024	31-12-2023
LIQUIDITY INDICATORS		
Current liquidity (times) (Current assets in operation/current liabilities)	0.62	0.74
Acid test (times) (Funds available/ current liabilities)	0.31	0.30
INDEBTEDNESS INDICATORS		
Indebtedness ratio (times):	8.70	12.63
(Non-current Liability/ Net Worth)	11.41	18.97
(Current liabilities + non-current liabilities/ Net worth)	20.11	31.60
Current debt/ Total debt (%)	43.26	39.98
Non-current debt/ Total debt (%)	56.74	60.02
Hedging of financial expenses (EBIT / financial expenses)	2.34	2.04
ACTIVITY INDICATORS		
Total Assets	15,253,365	14,667,315
Investments	1,419,875	863,839
Disposal of property	97,303	46,524
PROFITABILITY INDICATORS		
Profitability indicators are calculated on equity and income attributable to owners of parent.		
Return on equity (Net income / net equity average)	1.66	2.36
Return on assets (Net income/ average assets)	0.07	0.04
Average return on operating assets (Net income / operating assets (*)	0.07	0.04
Dividend returns (Dividends paid/ market price)	0.02	0.00

(*) Total assets less deferred taxes, personnel accounts, permanent and temporary investments.

At December 31, 2024, the company's assets totaled ThUS\$15,253,365 which, compared to December 31, 2023, represents an increase of ThUS\$586,050 (4.0%).

The Company's current assets decreased by ThUS\$302,943 (7.2%) vs. yearend 2023. The decreases were seen in the following line items: Trade and other receivables for ThUS\$222,203 (16.0%), Current inventories for ThUS\$154,350 (26.0%), Consumption-related for ThUS\$396,668; Translation adjustment and others for ThUS\$309,334 offset by increases in purchases by ThUS\$552,251; Other financial assets, current, for ThUS\$107,524 (61.5%), Non-current assets or groups of assets for disposal classified as held for sale for ThUS\$73,532 (71.6%); Current taxes for ThUS\$(6,755) (14.4%). All the above is offset by an increase in Cash and cash equivalents of ThUS\$243,027 (14.2%), explained by the net variation in the Company's consolidated cash flow statement; Other non-financial assets, current, for ThUS\$18,397 (9.9%) and Accounts receivable from related entities, current, for ThUS\$3 (10.7%).

The Company's liquidity index showed a decrease from 0.74 times at yearend 2023 to 0.62 times at the end of December 2024. Moreover, we can see that the quick ratio increased from 0.30 times at yearend 2023 to 0.31 times at the end of December 2024.

The Company's non-current assets increased by ThUS\$888,993 (8.5%) vs. yearend 2023. The line items of Non-current assets with increases are: Property, Plant and Equipment by ThUS\$1,095,567 (12.1%), which is explained by: additions of ThUS\$1,254,173, additions and renegotiations for right-of-use assets of ThUS\$836,167, reclassifications and other movements of ThUS\$289,260; offset by decreases originated by the ThUS\$1,111,101 depreciation for the year and the translation difference of ThUS\$172,932; Other non-current financial assets for ThUS\$19,287 (55.9%) and Deferred tax assets for ThUS\$5,767 (120.6%).

All of the above is offset by decreases in the following line items: Intangible assets other than goodwill for ThUS\$151,816 (13.2%), mainly originated by the negative variation of the translation adjustment of ThUS\$203,259 and ThUS\$72,555 corresponding to the amortization of the year, offset by the increase in additions of ThUS\$124,266; Other non-financial assets for ThUS\$79,205 (47.0%), originated by the decrease in judicial deposits for ThUS\$90,300, and

Sales tax for ThUS\$6,853; slightly offset by other prepayments for ThUS\$18,416; and Accounts receivable, non-current, for ThUS\$607 (4.7%).

At December 31, 2024, the company's liabilities totaled ThUS\$14,542,036 which, compared to December 31, 2023, represents an increase of ThUS\$312,996 (2.2%).

The Company's Current Liabilities increased by ThUS\$602,707 (11.8%) vs. yearend 2023. The increases were seen in the following line items: Trade and other accounts payable, current, for ThUS\$368,293 (20.9%), Other financial liabilities, current, for ThUS\$39,150 (6.6%); Tax liabilities, current, for ThUS\$3,910; Other non-financial liabilities, current, for ThUS\$186,774 (5.7%) and Accounts payable to related entities, current, for ThUS\$5,431 (73.0%). The above is offset by the ThUS\$851 (5.6%) decrease in Other provisions, current.

The indebtedness indicator of the Company's current Liabilities over Equity for the period stood at 8.70 (12.63 by December 31, 2023). The impact of current Liabilities over Total Debt increased by 3.28 percentage points, from 39.98% at yearend 2023 to 43.26% at the end of the current period.

The Company's non-current Liabilities decreased by THUS\$289,711 (24.1%), compared to the sum reached by December 31, 2023. The main decreases were seen in the following line items: Other non-financial non-current liabilities for ThUS\$208,692 (59.8%); Deferred tax liabilities for ThUS\$69,682 (18.2%); and Other non-current provisions for ThUS\$302,890 (32.7%). This is offset by the increase in Accounts payable, non-current, of ThUS\$73,175 (17.5%), mainly explained by the increase in aircraft and engine maintenance of ThUS\$84,869, offset by other net effects of ThUS\$11,694. Other non-current financial liabilities of ThUS\$173,569 (2.7%) and provisions for employee benefits of ThUS\$44,809 (36.5%), explained by an increase of ThUS\$88,112 related to the provision for current services, offset by a decrease for benefits paid of ThUS\$10,778, actuarial loss of ThUS\$21,769 and translation adjustment of ThUS\$10,756.

For a better understanding of the total increase of ThUS\$214,263 in Other financial liabilities, considering the increases of ThUS\$40,694 and ThUS\$173,569 in the current and non-current segments, respectively, the following table, excluding the increase in hedging derivatives contracts for ThUS\$(1,544), shows the movements corresponding to cash flows and non-cash flows:

OBLIGATIONS WITH FINANCIAL INSTITUTIONS US\$	BALANCE AS OF DECEMBER 31, 2023 US\$	FLOWS				NON-CASH MOVEMENTS	BALANCE AS OF DECEMBER 31, 2024 US\$
		OBTAINING	PAYMENT			INTEREST ACCRUED AND OTHERS US\$	
		CAPITAL US\$	CAPITAL US\$	(US\$) US\$	OTHER FLOWS US\$		
Bank loans	0	-1.089.000	-167.026	0	-	226.592	-
Secured obligations	99.000	-28.938	-19.908	0	-	19.967	374.043
Other secured obligations	272.112	-330.870	-39.066	0	-	42.225	374.751
Public obligations	1.378.948	-450.000	-156.862	-10.870	(10.870)	175.249	2.239.303
Finance leases	0	-105.734	-46.596	0	-	50.557	799.773
Other loans	0	0	0	0	-	(104)	-
Lease liabilities	0	-344.038	-288.176	0	-	1.026.801	3.362.581
Total Obligations with financial institutions	1.750.060	-2.348.580	-717.634	-10.870	(10.870)	1.541.287	7.150.451

The indebtedness indicator of the company's Non-current liabilities over equity stood at 11.41. The impact of non-current Liabilities on total debt decreased by 3.28 percentage points, from 60.02% at yearend 2023 to 56.74% at the end of December 2024.

The indicator of total indebtedness over the Company's equity at the end of December 2024 is 20.11, 11.49 lower than at the end of December 2023.

Up to December 31, 2024, roughly 76% of debt has a fixed rate; most of the variable debt is indexed at the benchmark rate based on SOFR (50% by December 31, 2023).

The Equity attributable to the owners of the parent company increased by ThUS\$272,965 (60.6%), going from ThUS\$450,302 by December 31, 2023 to an Equity of ThUS\$723,267 by December 31, 2024. The main effects correspond to:

a) Other reserves

As at December 31, 2024, the Other reserves item shows a negative variation of ThUS\$410,915, mainly explained by the negative variations in Actuarial reserves for Employee Benefit Plans of ThUS\$20,855; a translation reserve of ThUS\$379,049 and Reserves related to hedging activities for ThUS\$11,521, offset by the positive variation of ThUS\$510 in Other reserves.

b) Accrued Earnings/Loss (Accrued Profit/Loss).

As at December 31, 2024, retained earnings include earnings of ThUS\$976,972 attributable to owners of the parent company and the provision on 2024 results corresponding to 30% of the minimum mandatory dividends for ThUS\$293,092.

Therefore, the accrued result increased from a profit of ThUS\$464,411 at December 31, 2023 to a profit of ThUS\$1,148,291 at December 31, 2024.



CONSOLIDATED INCOME STATEMENT

Below, we present the main financial indicators in the Consolidated Financial Statement.

For the years ended on December 31

	2024 THUS\$	2023 THUS\$
Operating income	13.033.712	11.789.182
Passengers	11.233.287	10.215.148
Cargo	1.599.756	1.425.393
Others	200.669	148.641
Operating Costs	(11.492.664)	(10.711.017)
Compensation	(1.738.474)	(1.583.337)
Fuel	(3.970.077)	(3.947.220)
Fees	(230.127)	(244.160)
Depreciation and Amortization	(1.447.656)	(1.205.373)
Other Leasing and Landing Fees	(1.470.057)	(1.322.795)
Passenger Services	(331.918)	(271.838)
Aircraft Leasing	(4.164)	(91.876)
Maintenance	(815.916)	(601.804)
Other Operating Costs	(1.448.052)	(1.351.571)
Other gains/(losses)	(36.223)	(91.043)
Operating Results	1.541.048	1.078.165
Operating Margin	11,8 %	9,1 %
Financial Revenues	142.411	125.356
Financial costs	(881.950)	(698.231)
F/X difference	172.917	85.891
Earnings expressed in inflation-adjusted units	19.508	5.311

	2024 THUS\$	2023 THUS\$
Gain/(loss), before taxes and minority interest	993,934	596,492
Taxes	(16,489)	(14,942)
Gain/(loss), before minority interest	977,445	581,550
Attributable to:		
Gain/(Loss) attributable to the parent company's owners	976,972	581,831
Gain/(Loss) attributable to non-controlling interests	473	(281)
Net Margin	7.5 %	4.9 %
Effective Tax Rate	(1.7) %	(2.5) %
Total shares, basic	604,437,877,587	604,437,869,545
Basic gain per share (US\$)	0.001616	0.000963
Total shares, diluted	604,441,789,335	604,441,789,335
Gain diluted per share (US\$)	0.001616	0.000963
EBITDA (*)	3,181,129	2,374,740

(*) EBITDA = Earnings for the period + Tax + Net interest + Depreciation and Amortization.



At December 31, 2024, the controlling company reported a ThUS\$976,972 gain, translating into a positive variation of ThUS\$395,141 vs. the previous year's profit of ThUS\$581,831. Net margin for the financial year settled 7.5% in 2024 and 4.9% during 2023.

The operating result for 2024 shows a gain of ThUS\$1,541,048 which, compared to the gain of ThUS\$1,078,165 up to December 31, 2023, represents a variation equivalent to 42.9%. Operating margin showed a positive variation of 2.7 percentage points compared to financial year 2023, reaching 11.8%, mainly driven by a good performance in the passenger business.

Operating income up to December 31, 2024, increased 10.6% vs. the same period of 2023, totaling ThUS\$13,033,712. This increase is largely due to a 10.0% hike in PAX Revenues and 12.2% in Cargo Revenues, while Other Revenues showed a positive change of 35.0%. The effect of the Brazilian Real's depreciation represents lower Ordinary Revenues by around US\$278 million.

PAX revenues totaled ThUS\$11,233,287 which, compared to the ThUS\$10,215,148 reported up to December 31, 2023, translates into a 10.0% increase. This variation is due to a 16.8% increase in demand measured in RPK and a 1.2% rise in load factor, which reached 84.3%—1.2 percentage points higher than in financial year 2023—partially offset by a 5.8% drop in yield.

As at December 31, 2024, Cargo Revenues reached ThUS\$1,599,756, which represents an increase of 12.2% compared to 2023; this increase was mainly

due to a 16.9% hike in traffic measured in RTK and a 4.0% rise in yield.

Other Income grew by ThUS\$52,028, mainly due to higher income recognized from non-airline product redemptions in the Latam Pass program, tour services and the code-sharing agreement with Iberia, which makes it possible to offer more flight options between Spain and South America.

Up to December 31, 2024, Operating Costs totaled ThUS\$11,492,664 which, compared to financial year 2023, translates into an increase of 7.3%, equivalent to ThUS\$781,647. On the other hand, the unit cost per ASK decreased by 6.8%. Furthermore, the effect of the Brazilian Real's depreciation on this line item translates into lower costs by roughly US\$172 million. Item variations are explained as follows:

a) Remuneration and benefits increased by ThUS\$155,137, mainly due to higher crew and airport personnel expenses, together with a 9% increase in the average headcount during 2024.

b) Fuel increased 0.6%, equivalent to ThUS\$22,857. This increase corresponds mainly to 13.6% growth in consumption measured in gallons, offset by 12.2% lower average unhedged prices. In 2024, the Company recognized a loss of ThUS\$18,139 due to fuel hedges, compared to a ThUS\$15,688 profit in 2023.

c) Agent commissions show a decrease of ThUS\$14,033, as a result of the digital penetration mix, which prioritizes and encourages direct sales.

d) Depreciation and Amortization increased by ThUS\$242,283, equivalent to 20.1%—a variation that

is mainly explained by the use of a newer fleet and a higher average number of aircraft up to December 31, 2024 compared to 2023.

e) Other Leases and Aviation Fees increased ThUS\$147,262, mainly in the costs of airport charges and handling services, impacted by a greater operation and utilization of larger aircraft, fee updates in domestic and international airports and the effects of inflationary readjustments during 2024.

f) Passenger Services show higher costs by ThUS\$60,080, which translates into a variation of 22.1%, mainly explained by an increase in catering and in-flight service costs, due to the growth in demand, which translates into an increase of 11% in the number of passengers transported, mainly in the international segment.

g) Aircraft Leasing shows lower costs of ThUS\$87,712, due to a significant reduction in the number of aircraft under the PBH (power by the hour) modality, as a result of the expiration of almost all contracts, with only one aircraft remaining under this modality at yearend 2024. Aircraft Leasing includes the costs associated with PBH lease payments for contracts that have been modified by incorporating that structure. For these contracts that include variable payments based on flight times (PBH) at the beginning of the period and after that, have fixed fees, an asset by right of use and a lease liability were recognized for these amounts at the date of contract modification. These sums continue to be amortized on a linear basis during the term of the lease from the date of contract modification, even if at the beginning they have a variable payment period. Therefore, and as a result of the application of the lease accounting policy,

the result of the period includes both the leasing expense for variable payments (Aircraft Leasing) and the expense resulting from the amortization of the asset by right of use included in the depreciation line and the interest on the lease liability.

h) Maintenance shows higher costs of ThUS\$214,112, as a result of a larger average fleet, and increases in the operation and cycles of both passengers and cargo. In addition, there were increased escalation costs associated with changes in supply chains, as well as the cost of returning certain aircraft.

i) Other Operating Expenses increased by ThUS\$96,481, mainly due to the effect of higher variable costs of crew, booking systems, sales and advertising, which are the result of the growth of the operation during 2024.

j) Other gains / (losses) totaled a negative result of ThUS\$36,223 as at December 31, 2024, which is mainly explained by higher expenses related to labor proceedings in Argentina; in addition, this item includes others related to non-current operations, fair value adjustments and other non-recurring effects.

Financial income totaled ThUS\$142,411 which, compared to the ThUS\$125,356 of the previous year, represents higher income by ThUS\$17,055, mainly due to a higher level of cash and cash equivalents compared to 2023, which has been invested mainly in bank term deposits.

Financial costs increased 26.3% translating into ThUS\$183,719 as at December 31, 2024. This variation is mainly the effect of an environment of

high average interest rates, one-time costs related to the prepayment of the Chapter 11 debt in October 2024, as well as an increase in the fleet’s operating leases due to a greater number of aircraft during the current year.

**ANALYSIS AND EXPLANATION OF
CONSOLIDATED NET CASH FLOW
GENERATED BY OPERATION, INVESTMENT,
AND FINANCING ACTIVITIES**

The Operating Cash Flow up to December 31, 2024 shows a positive change of ThUS\$842,759 vs. the same period of the previous year, due to the positive change in Receipts from sales of goods and services rendered for ThUS\$640,463, Other receipts from operational activities for ThUS\$43,058, Payments to suppliers for goods and services rendered, whose variations are due to lower payments made for ThUS\$231,259, and Other cash inflows and outflows for ThUS\$142,499. The above is offset by negative variations of ThUS\$25,060 in Income taxes paid, Payments to and on behalf of employees for

ThUS\$115,129 and Other payments for operating activities for ThUS\$74,331.

The positive variation of ThUS\$142,499 in the Other cash inflows and outflows of the Cash Flow from Operating Activities is mainly due to the ThUS\$18,852 variation in Hedging Derivatives, higher recoveries associated to Guarantees for ThUS\$68,668, mainly explained by recoveries associated to guarantees of civil liability insurance for ThUS\$41,000; guarantees associated to financial payment processing and collections supplier for ThUS\$15,500, airport guarantees for ThUS\$15,482, judicial deposits for ThUS\$70,705 and insurance recovery from an engine warranty for ThUS\$9,788 corresponding to an incident in Colombia, offset by the negative variation of ThUS\$3,760 in Taxes on financial transactions, Funds received associated to restricted advances for ThUS\$20,572, and Bank fees and taxes for ThUS\$1,182.

The Cash Flow from Investment Activities shows a negative variation of ThUS\$510,161 compared

to the same period of the previous year, mainly due to the negative variations in Purchases of Property, Plant and Equipment for ThUS\$529,676 due to larger purchases of aircraft for ThUS\$395,402, Pre-delivery payments (PDP) for ThUS\$142,390, maintenance for ThUS\$24,569, and cabin improvements for ThUS\$44,659, offset by lower purchases of spare parts for ThUS\$66,702 and rotables for ThUS\$21,344; Purchases of intangible assets for ThUS\$26,360, and Other cash inflows (outflows) for ThUS\$24,789. The above is offset by positive variations in Interest received for ThUS\$19,885; Sums from the sale of property, plant and equipment for ThUS\$50,779 mainly associated with higher sales of aircraft for ThUS\$61,361 and offset by lower sales of engines for ThUS\$10,583.

The Cash Flow from Financing Activities shows a negative variation of ThUS\$414,646, compared to the same period of the previous year, which is mainly explained by the negative variations in Interest paid of ThUS\$123,400, mainly associated to higher payments for Term Loan B (TLB), higher

interest rates in 2024 (SOFR), and the end of the power by the hour (PBH) period, ThUS\$174,838 in Dividends paid (see note 34 (c)), ThUS\$118,680 in Lease liability payments associated to new contracts, and the end of the power by the hour (PBH) period for most of the operating fleet, Other cash inflows (outflows) for ThUS\$85,274, mainly associated to the one-time payment of fees resulting from the extension of the revolving credit facility (RCF) and ThUS\$1,662,537 in Loan payments, mainly explained by the ThUS\$1,080,750 prepayment of bank loans and ThUS\$450,000 of secured bonds. These variations are offset by the positive variation in securing long-term loans for ThUS\$1,750,060, mainly due to the issuance of secured bonds.

Last, the Company’s net cash flow up to December 31, 2024, prior to the effects of exchange rate differences, shows a negative variation of ThUS\$82,048, compared to the same period of a year earlier.



FINANCIAL RISK ANALYSIS

The goal of the Company’s global risk management program is to minimize the adverse effects of the financial risks that affect the company.

● Market risk

Given the nature of its business, the Company is exposed to market factors, such as: (i) fuel price risk, (ii) exchange rate risk, and (iii) Interest rate risk.

i. Fuel price risk

To carry out its operations, the Company purchases fuel known as USGC 54 grade Jet Fuel, which is subject to variations in international fuel prices.

To hedge against fuel risk exposure, the Company trades in derivatives instruments (Swaps and Options) whose underlying assets may be different from Jet Fuel, whereby it is possible to hedge in West Texas Intermediate crude oil (“WTI”), Brent crude oil (“BRENT”), and distilled Heating Oil (“HO”), which can be closely related to Jet Fuel and can have greater liquidity.

At December 31, 2024, the Company recognized ThUS\$18,140 in losses from fuel hedges net of premiums on the cost of sales of the period. Part of the spreads resulting between the lower and higher market value of these contracts is recognized as a hedge reserves component in the company's net equity.

At December 31, 2024, the market value of fuel hedging positions totaled ThUS\$7,747. At December 31, 2023, the market value of fuel hedging positions totaled ThUS\$22,136.

ii. Exchange rate risk

The functional currency, also used in presenting the Parent company's Financial Statements, is the US dollar; therefore, Transactional and Conversion exchange rate risks are mainly a result of the operating activities of the business, as well as the company's strategic and accounting activities, which are presented in monetary units other than the functional currency.

LATAM’s Affiliates are also exposed to exchange rate risk, whose impact affects the Company's Consolidated Result.

The greatest exposure to exchange rate risk for LATAM comes from the concentration of businesses in Brazil, as they are mainly denominated in Brazilian Reals (R\$), and it is managed actively by the Company.

The Company minimizes exchange risk exposure by contracting derivative instruments or through natural hedges or the execution of internal transactions.

At December 31, 2024, the Company recognized a ThUS\$9,953 gain from FX hedging derivatives net of premiums, reflected in the FX spread. At the end of December 2023, the Company recognized losses of ThUS\$10,156 for FX hedging derivatives net of premiums reflected in the FX spread.

At December 31, 2024, the Company holds

ThUS\$165,000 in outstanding FX derivatives recorded as hedges. At December 31, 2023, the Company held ThUS\$404,000 in outstanding FX derivatives recorded as hedges.

At December 31, 2024, the market value of FX hedging positions totaled ThUS\$3,142. At December 31, 2023, the market value of FX hedging positions totaled ThUS\$(1,544).

iii. Interest rate risk

The Company is exposed to variations in interest rates on the markets, affecting the future cash flows of its current and future financial assets and liabilities.

The Company is mainly exposed to the Secured Overnight Financing Rate (“SOFR”) and other less relevant interest rates, such as Brazilian Interbank Deposit Certificates (“CDI”, for its Portuguese acronym).

At December 31, 2024, 76% (50% by December 31, 2022) of debt is fixed against interest rate fluctuations.

During the financial year ended December 31, 2024, the Company did not recognize losses from premiums paid and other concepts. At December 31, 2023, the Company recognized losses of ThUS\$(1,810) from premiums paid and other items. At December 31, 2024, the value of the Company’s interest rate derivative positions corresponding to operating leases to fix the lease of future aircraft arrivals amounted to ThUS\$4,676, while at the end of December 2023, the Company held no current interest rate derivative positions.

At December 31, 2024, the Company recognized an increase in the right-of-use asset from the maturity of derivatives related to aircraft leases for US\$82,000. At December 31, 2024, the Company recognized a lower expense from depreciation of the right-of-use asset of ThUS\$1,919.



ECONOMIC ENVIRONMENT

The updated estimates for 2024 and future years are based on conditions similar to those presented in the October forecasts. At that time, it was said that the cyclical imbalances are expected to be gradually absorbed, with economic activity in the major economies becoming more aligned with their potential. The updated forecasts reflect recent market movements and the effect of increased uncertainty surrounding trade policies. This is expected to be temporary and its effects to materialize within one year. Energy commodity prices are also expected to decrease in 2025, more than the previous estimate. This reflects a fall in oil prices that is partly driven by weak demand from China and large supply from countries outside OPEC+ (Organization of Petroleum Exporting Countries and other non-member countries, including Russia). This drop in prices is offset by an increase in gas prices, related to lower than expected temperatures in certain regions and supply disruptions. Added to this are the conflicts in the Middle East.

In its latest forecast in January, the International Monetary Fund (IMF) estimates global growth at 3.2% in 2024 and 3.3% in 2025—an upward revision of 0.1 percentage points for the latter from the October forecast. For 2026, growth is expected to reach 3.3%. As for inflation, it is expected to reach 5.7% in 2024, falling to 4.2% the following year and further decreasing to 3.5% in 2026. Both figures, for 2025 and 2026, were revised downward by 0.1 percentage points.

The IMF estimates that developed economies will grow by 1.7% in 2024, 1.9% in 2025 and 1.8% in 2026.

The forecast for 2025 was revised upward from the October figure. On the U.S. front, growth for 2025 was revised upward by 0.5 percentage points to 2.7%, before declining to 2.1% in 2026. As for the Euro zone, the IMF anticipates modest growth of 0.8% for 2024, while for 2025 growth is expected to be 1.0% and 1.4% in 2026. The 2025 figure includes a downward revision of 0.2 percentage points from the October estimate, partly explained by the geopolitical tensions that continue to impact the region.

As for emerging economies, a similar trend is expected for the next few years, with 4.2% growth in 2024 and 2025 and 4.3% growth in 2026. This comes on the back of a slight increase in China's economic activity, thanks to a fiscal package announced in November, offsetting the negative effect on investment from increased uncertainty in trade policies and the real estate market.

For Latin America and the Caribbean, the IMF projects growth to rise from estimated 2.4% in 2024 to 2.5% in 2025, and 2.7% in 2026. These figures were in line with those in the October forecast. Brazil's economy is expected to grow by 3.7% in 2024 and 2.2% in both 2025 and 2026.



SWORN STATEMENT

As directors and CEO of LATAM Airlines Group S.A., we declare under oath our responsibility for the veracity of all information contained in the LATAM 2024 Integrated Report.

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IGNACIO CUETO PLAZA
Chairman of the Board

DocuSigned by:
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BORNAH MOGHBEL
Vice-Chairman of the Board

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NCG 519: 6.5.1.X AFFILIATES AND ASSOCIATES

LATAM Airlines Group S.A.
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Credits

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- External Communications

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Stock Market Tickers

LTM CI – Santiago Stock Exchange
LTM AY – New York Stock Exchange

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