



Results presentation

Fourth Quarter 2022

March 9, 2023

Sustainability Award
Bronze Class 2022

S&P Global

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Use of Non-GAAP Financial Metrics and Other Key Financial Metrics

This Presentation includes certain non-IFRS financial measures such as EBIT (which consists of earnings for the period before income taxes and financial costs and financial income), EBITDA (which consists of earnings for the period before income taxes and financial costs and financial income, plus depreciation and amortization expense) and EBITDAR (which consists of earnings for the period before income taxes and financial costs and financial income, plus depreciation and amortization expenses and rentals expenses). In addition EBIT margin which is calculated by dividing EBIT by total operating revenue) These non-IFRS measures are an addition to, and not substitute for or superior to, measures of financial performance prepared in accordance with an IFRS alternative to net income or any other measures derived in accordance with IFRS. LATAM believes that these non-IFRS measures of financial results provide useful supplemental information to investors about LATAM. LATAM’s non-IFRS measures may not be directly comparable to similarly titled measures of other companies.

LATAM group emerged from Chapter 11 with a stronger capital structure and closed the year with US\$2.3 billion in liquidity



Gross Debt (US\$ billion)

US\$ 3.9 billion reduction vs pre-Chapter 11



LATAM closed 2022 with a leverage of 4.2x.

Liquidity (US\$ billion)

US\$ 1 billion increase vs pre-Chapter 11



Cash and cash equivalents
RCF

LATAM reported 24.3% of liquidity as % of revenues in 2022.

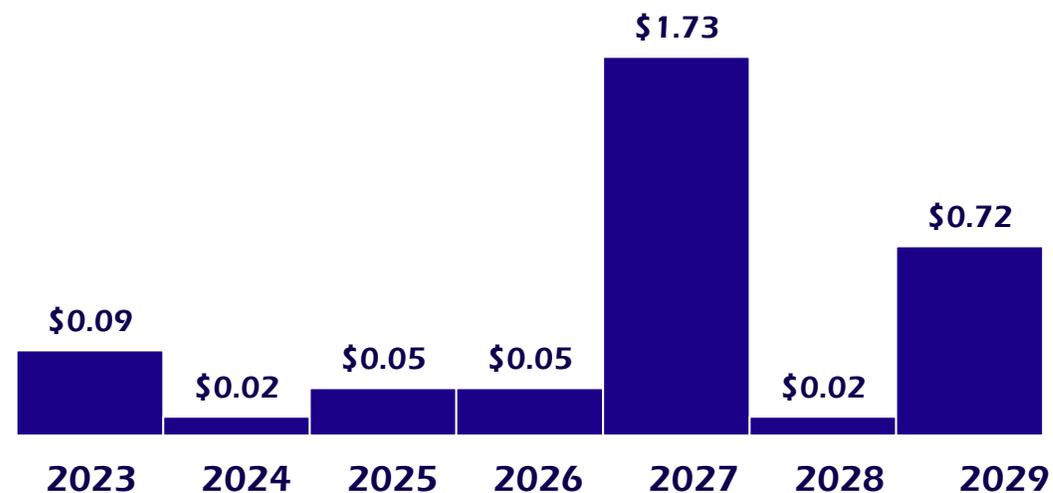
LATAM group has a simplified debt structure and has no significant non-fleet debt maturities in the next four years



Financial Debt Composition (US\$ million)

Term Loan B	\$1,100
2027 Secured Notes	\$450
2029 Secured Notes	\$700
Spare Engine Facility	\$275
Chilean Bond in UF	\$157
Financial leases	\$1,530
Others	\$160
Total	\$4,371

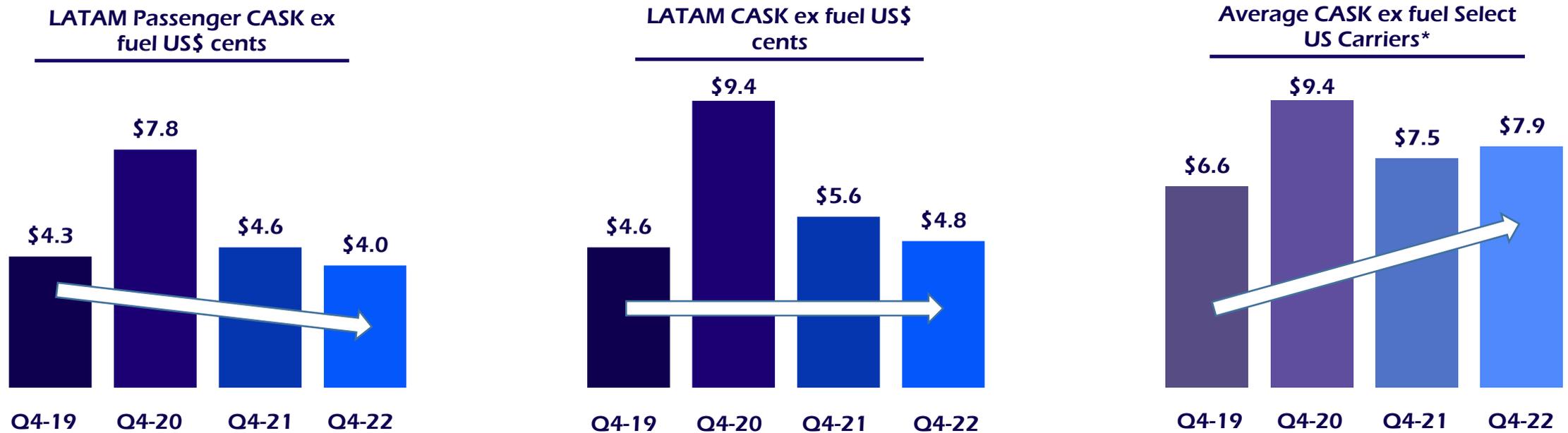
Non-Fleet Debt maturity Profile (US\$ billion)



LATAM's cost structure is more efficient after Chapter 11, exemplified by 4Q22 Passenger CASK ex fuel of 4.0 cents



- Over US\$1 billion in cost savings initiatives implemented in 2020 and 2021.
- In the quarter, LATAM group reported a Passenger CASK ex fuel of 4.0 cents, 6% less than the one in 2019, offsetting the region's high inflation in recent years.
- In contrast to the average CASK ex-fuel of US carriers, LATAM's unit costs are being contained or are reducing.
- Fleet cash cost reduced by over 40% versus 2019 level and estimating a total fleet cost (operating + finance leased aircraft) of approx. US\$800 million for 2023.



Source: Financial Statements December 2022 and Bloomberg.

Note: The selected US Carriers are American Airlines, Delta, United and Southwest airlines.

Passenger CASK ex fuel excludes cargo costs associated with belly and freighter operations, variable Aircraft Rental expenses (non-cash P&L effect) and CPI expenses

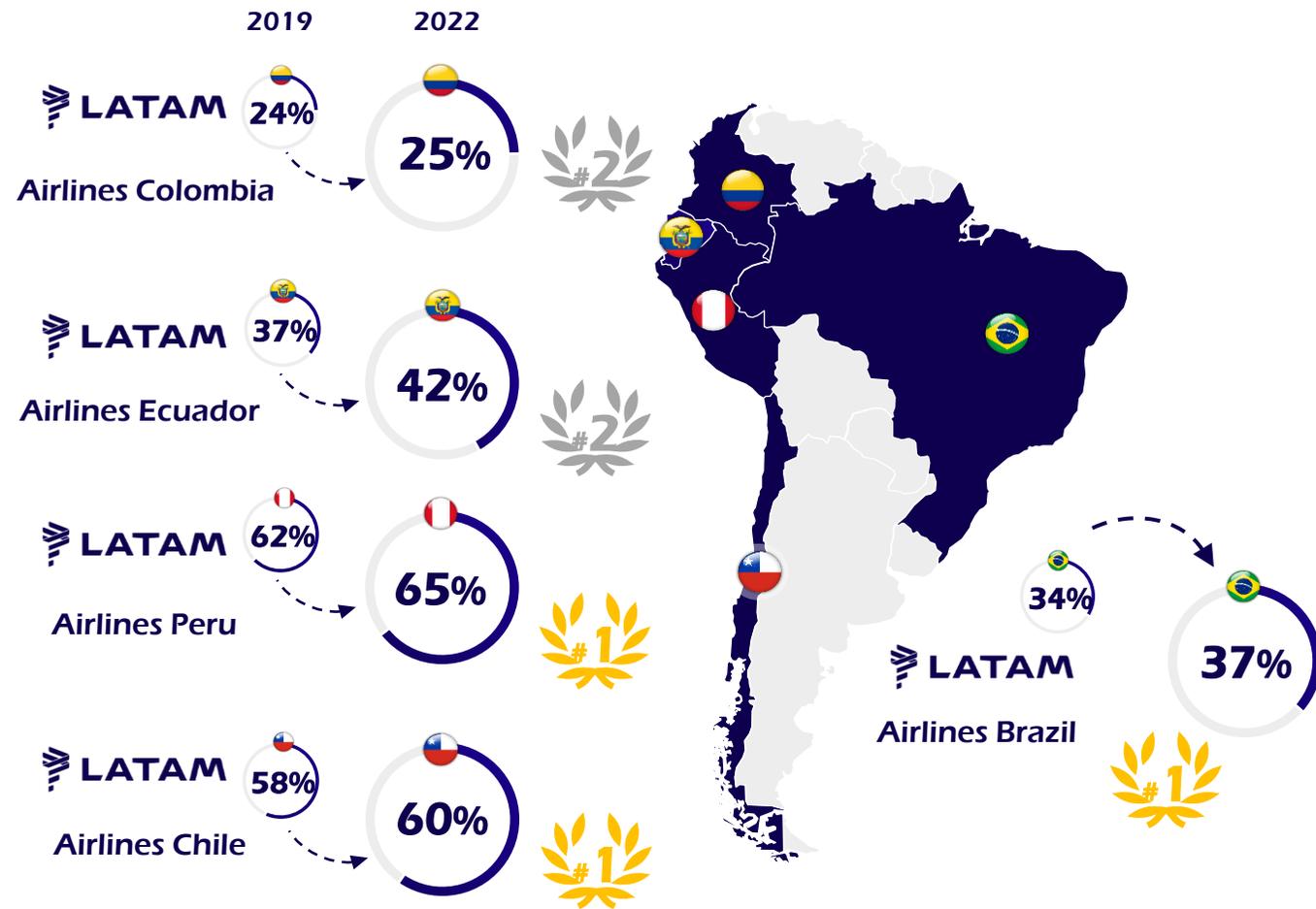
LATAM group has recovered its network and increased its domestic affiliates market shares in the region



- LATAM group operated 144 passenger destinations in 22 countries as of December 2022, matching the same amount of destinations flown during the same period of 2019.
- LATAM is the only player in the region to connect South America with 3 other continents: North America, Europe and Oceania. And in mid 2023 LATAM Airlines Brazil will restart operations to Africa.
- During 2022 LATAM group transported 62 million passengers, more than doubling the next competitor.
- 38 new routes will be operated in 2023, compared to the network the group had in 2019, demonstrating large scale of operations and growing demand across geographies.
- LATAM affiliates continued to increase their respective domestic market shares in the region (i.e Brazil, Chile and Peru).

Domestic Affiliate Market Share¹

2019 vs 2022



1. Market shares for full year 2019 and 2022.

Source: ANAC Brazil's website (RPKs), JAC Chile's website (RPKs), DGAC Peru's website (number of passengers carried), Diio.net for Colombia and Ecuador (ASKs) .



LATAM was recognized as the most sustainable airline in the Americas



LATAM group annouced its commitment to reach 5% of sustainable aviation fuel (SAF) as of 2030

- Prioritizing local South American producers



Expansion of the contractual alliance with the Cataruben Foundation in the project CO2Bio

- Set in the Colombian Orinoquia wetlands region, the project expects to capture more than 11 million tons of CO2 by 2030.
- Aims for the conservation of more than 575,000 hectares.
- Supports more than 700 local families.



LATAM group reached a 77% reduction in single use plastics during 2022



Recognized as the most sustainable airline in the Americas and Europe by S&P Corporate Sustainability Assesment

- Also fifth worlwide in term of enviromental, social and governance sustainability practices.

Fourth quarter 2022 operational highlights of LATAM group



	4Q22 Capacity Breakdown	Capacity (ASK/ATK) as a % of 2019	Traffic (RPK/RTK) as a % of 2019	Load Factor	RASK / RATK (US\$cent) (% vs 2019)
Consolidated		83%	82%	81% (-1.5 pp)	7.2 (+11.1%)
International (Long Haul & Regional)	 43%	75%	75%	83% (-0.4 pp)	6.7 (+18.6%)
Domestic Brazil	 36%	98%	91%	79% (-5.9 pp)	7.2 (+7.9%)
SSC Domestic	 21%	81%	85%	81% (+3.2 pp)	8.1 (+31.2%)
Cargo		106%	97%	55% (-1.7 pp)	24.1 (+41.2%)

BRL
+29%

Fourth Quarter Income Statement

In Millions of US Dollars



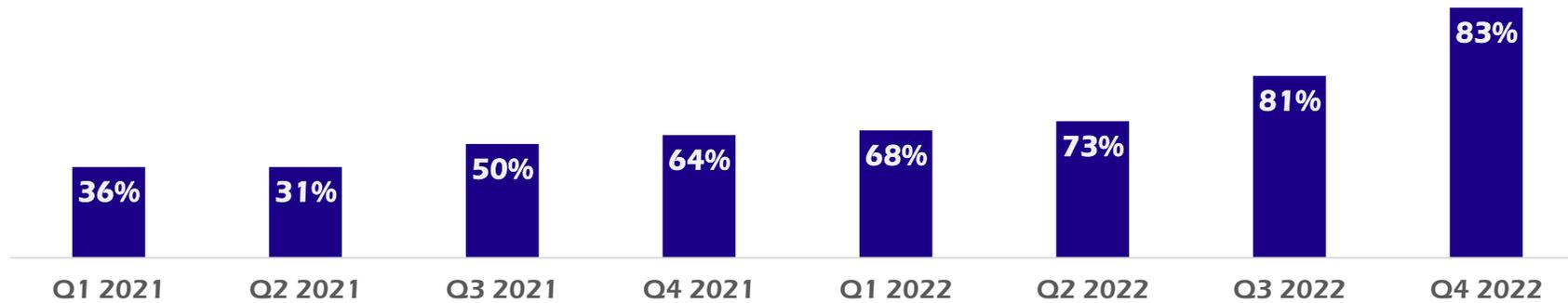
	2022	Adj.	2022 Adj.	2019 Adj.	%Change
Total Revenues	2,744.2		2,744.2	2,870.6	-4.4%
Passenger Revenue	2,291.4		2,291.4	2,477.6	-7.5%
Cargo Revenue	420.1		420.1	279.9	50%
Other Income	33.7		32.7	112.9	-71%
Total expenses	-2,604.5	80	-2,524.5	-2,520.2	0.2%
Ex fuel expenses	-1,531.7	80	-1,451.7	-1,776.5	-18.2%
Fuel expenses	-1,072.8		-1,072.8	-743.7	44.2%
Operating income	139.7	80	219.7	350.4	-37%
Operating Margin	5.1%	2.9 pp	8%	12.2%	-4.2 pp
EBITDA	440.1	80	520.1	741.1	-29.8%
EBITDAR	466.8	53.3	520.1	741.1	-29.8%
EBITDAR Margin	17%	1.9 pp	19%	25.8%	-6.9 pp

Note: Adjustments to these Income Statement figures are made for Special Items. These adjustments to include or exclude special items allows management an additional tool to understand and analyze its core operating performance and allow for more meaningful comparison in the industry.

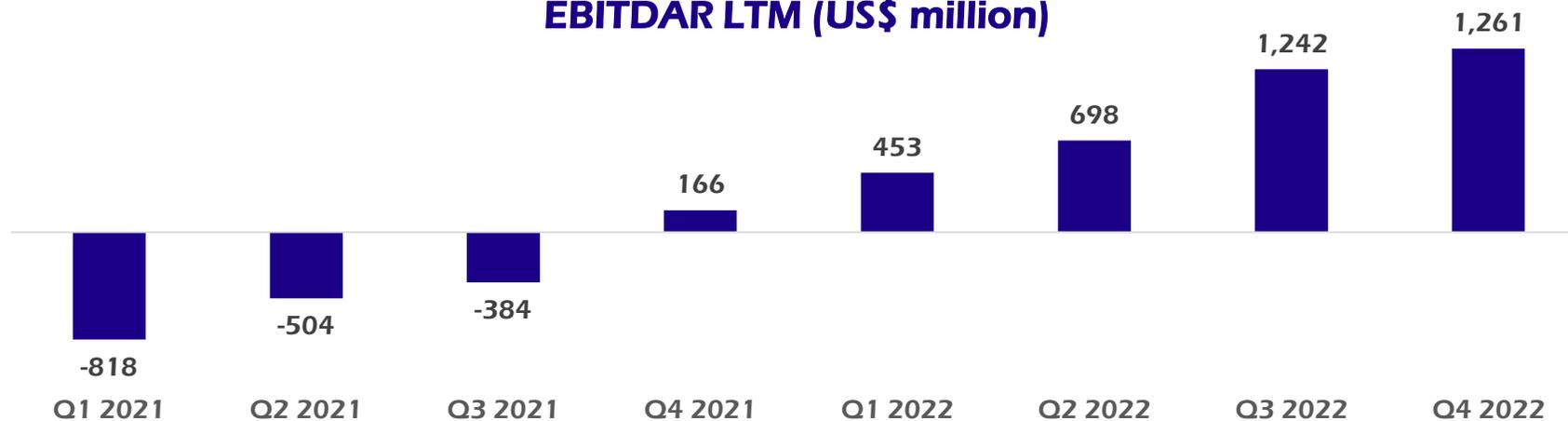


LATAM group has seen a sustained improvement in both its capacity and financial results

Capacity (ASK) vs 2019 levels (%)



EBITDAR LTM (US\$ million)





LATAM group generated an operational cash flow of US\$1 billion for the year and US\$0.4 billion for the fourth quarter.

In 2022, LATAM group reported positive adjusted unlevered free cash flow of US\$57 million in the year

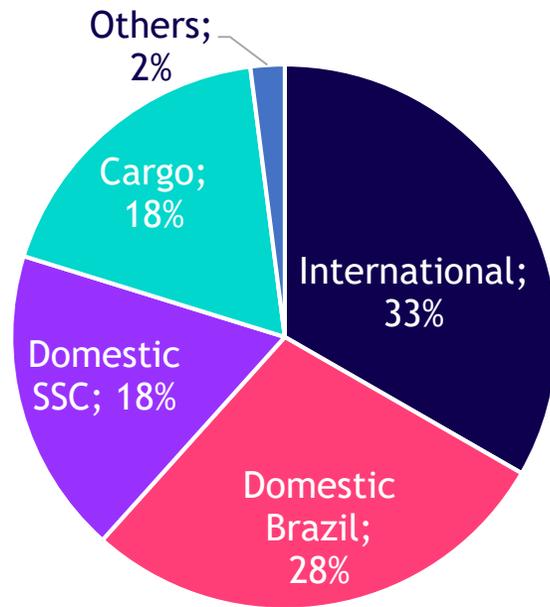


Unlevered Free Cash Flow	For the three month period ended	For the twelve month period
	December 31	ended December 31
<i>\$ millions</i>		
Adjusted EBITDAR	520	1,314
Income Statement adjustments for special items	(53)	(53)
EBITDAR	467	1,261
Changes in working capital	61	155
Cash taxes	(2)	(14)
Operating lease payments	(107)	(384)
Interest Income	9	19
Adj. Operating cash flow	428	1,037
Maintenance Capex	(345)	(779)
Capex for growth & Fleet Capex Net of Financing	(50)	(201)
Adj. Investment cash flow	(395)	(980)
Adj. Unlevered FCF	33	57
Interest on financial debt	(4)	(238)
Interest on finance leases	(17)	(52)
Adj. Levered FCF	12	(233)
Finance lease amortization	(112)	(331)
Non-Fleet Financial debt amortization, net	(28)	225
Statutory Dividends	0	0
Ch-11 Related Transactions	403	549
Other (Incl. Asset Sale, Fx and others)	44	(40)
Adj. Financing & Others cash flow	286	113
Change in cash	319	170

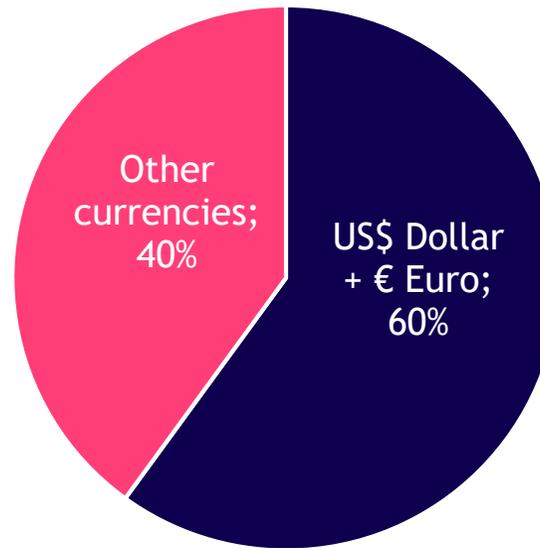


LATAM group has a diversified revenue structure and benefit from US Dollar and Euro revenues

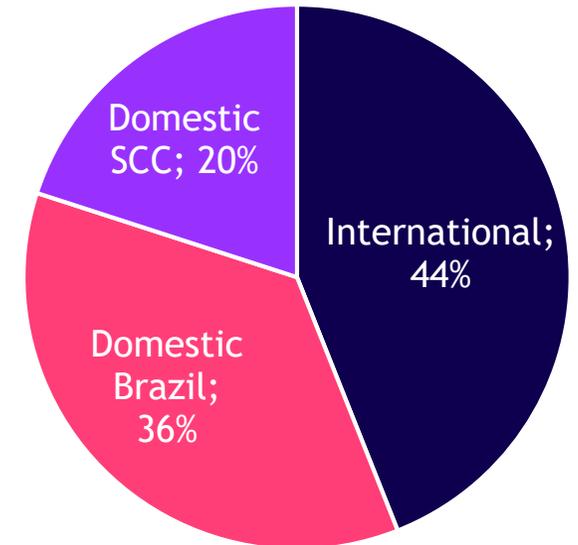
LATAM Revenues by business unit
(Full year 2022)



LATAM Revenues by currency
(Full year 2022)



LATAM Passenger capacity breakdown
(ASKs Full year 2022)



2023 Guidance shows continued capacity growth and leverage reduction



Guidance		2023E
ASK Growth vs 2022 (billion)	International	37 - 40%
	Brazil Domestic	8 - 11%
	Spanish Speaking Countries	
	Domestic	8 - 11%
	TOTAL	20 - 24%
ATK Growth vs 2022 (billion)		20 - 23%
Revenues (US\$ billion)		11 - 11.5
CASK ex fuel (US\$ cents)		4.6 - 4.7
Passenger CASK ex fuel ¹ (US\$ cents)		4.0 - 4.1
EBIT Margin		5 - 7%
Adjusted EBIT Margin ²		6 - 8%
Adjusted EBITDAR ² (US\$ billion)		2.0 - 2.2
Liquidity ³ (US\$ billion)		2.3 - 2.4
Financial Net Debt ⁴ (US\$ billion)		6.1 - 6.2
Net Debt/Adjusted EBITDAR (x)		2.9x - 3.1x

Assumptions

Average exchange rate (BRL/USD)

Consistent with current market prices

Jet fuel price (US\$/bbl)

Footnotes:

1) Passenger CASK ex fuel excludes cargo costs associated with belly and freighter operations and variable Aircraft Rental expenses (non-cash P&L effect).

2) Adjusted EBIT Margin and Adjusted EBITDAR exclude non-recurring items and variable Aircraft Rental expenses (non-cash P&L effect).

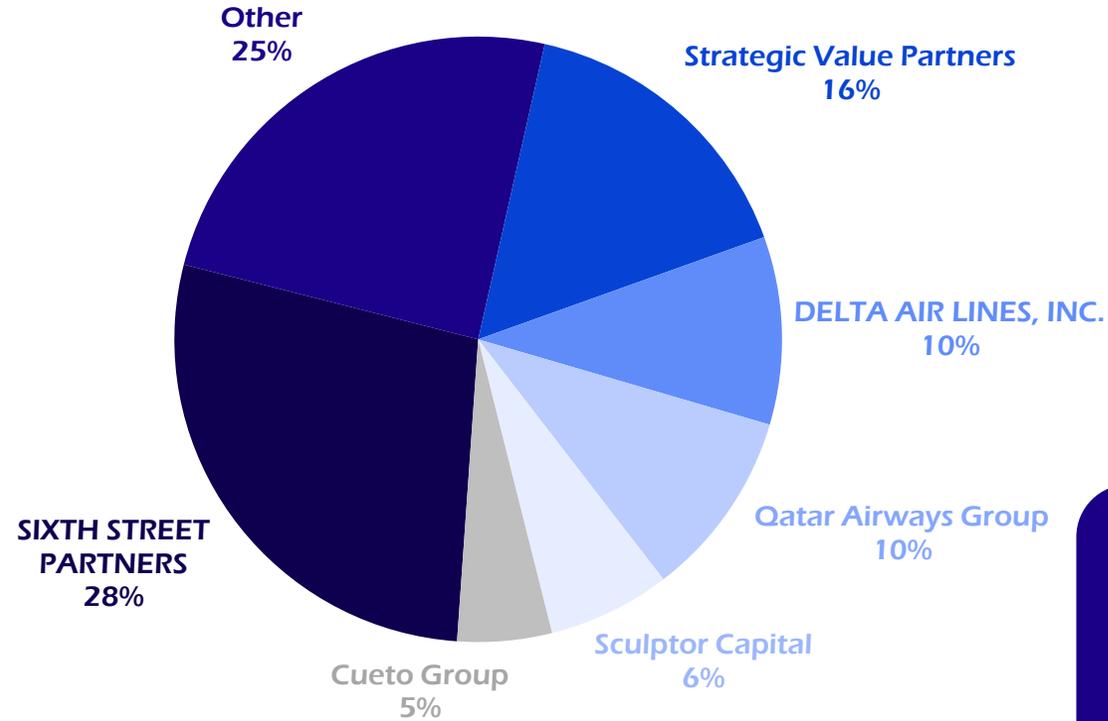
3) Liquidity is defined as Cash and Cash Equivalents and undrawn, committed revolving credit facilities.

4) Financial Net Debt includes operating leases liabilities, financial leases and other financial debt excluding associated guarantees, net of Cash and Cash Equivalents.



LATAM's Plan of Reorganization considered a capital increase of US\$10.3 billion, which resulted in a change in the shareholder structure

Ownership Structure of LATAM Airlines group S.A. as of 02-28-2023



Shares Suscribed and Paid
605,232,148,264

Statutory Capital
606,407,693,000

- As of February 28, 2023, Chilean pension funds held 0.99% of our capital stock while 0.01% of our capital stock was held in ADRs.
- The three series of convertible notes have been **totally converted (99.8% of underlying shares)**, except for an inmaterial amount.

The group has continued to invest in its leading value proposition



- During 2022, 89% of the narrow body fleet* was retrofitted.
- As of the year-end 98 aircraft operated by the affiliate in Brazil had Wi-Fi connectivity onboard, and in the first half of this year all of the remaining aircraft of the Brazilian affiliate will be fitted with in-cabin Wi-Fi.
- LATAM group has been recognized in the past five years with OAG's Punctuality League awards as the #1 or #2 most punctual airline group in Latin America and the world.
- LATAM Pass is the leading frequent flyer program in South America with approximately 42 million members as of 2022, 65% more than in 2017.

2022 Awards

- South America's Leading Airline Brand
- South America's Leading Airline

World Travel Awards 2022



- Best Airline in South America

Skytrax World Airline Awards 2022, third year in a row



- Best Seat Comfort in South America
- Best Food & Beverage in South America

APEX Passenger Choice Awards 2022



Fourth quarter and full year takeaways

LATAM finalizes 2022 with positive results and better metrics than previously projected in the Updated Business Plan

- LATAM group has seen a **sustained growth** in its capacity and financial results.
- LATAM group ended the year with a liquidity of **US\$2.3 billion** and leverage of **4.2x**.
- The significant cost saving initiatives have been successful: **Passenger CASK ex fuel of 4.0 cents, 6% lower** compared to 2019.
- **Adjusted EBIT Margin of 8%** in the fourth quarter 2022.
- **EBIT Margin and Adjusted EBITDAR results in 2022 better than the Updated Business Plan.**



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