

Information of interest – Statement of LATAM Airlines Group

Santiago, November 14, 2025 – Regarding the publications of November 13 and 14, 2025, which include questions from the SPL and SIPLAP unions regarding an alleged replacement of striking workers, LATAM Airlines Group clarifies the following:

- 1.- It is false to claim that LATAM Airlines Group in Chile has used crews from other companies to replace striking workers. The Company has acted with unrestricted adherence to the law.
- 2.- The two routes mentioned in the publication of November 14 have authorizations from the competent authorities granted beginning more than ten months ago and prior to the start of the negotiation process, and their operation responds exclusively to commercial and operational criteria, having no relation whatsoever with the strike.
- 3.- The aeronautical industry contemplates various modalities of operation — widely used and validated by the authorities — that allow optimizing itineraries and the efficient use of the fleet. These practices are strictly operational and regulatory, and have no relation whatsoever with the ongoing union negotiation process.

Background of the Santiago – Bogotá and Santiago – Buenos Aires routes

Santiago – Bogotá

As a result of the shortage of engines that affects the industry, at the beginning of 2025, authorization was requested from the Chilean and Colombian authorities so that the Peruvian airline, LATAM Airlines Perú, could operate the Bogotá – Santiago route through the modality of leasing aircraft with flight and cabin crew under the Wet Lease modality.

This operation was first authorized in January 2025 and subsequently renewed three more times; the current operation was authorized in July 2025 by the Chilean and Colombian authorities, long before this collective negotiation process began.

This modality is enshrined in the bilateral agreement between the Republic of Chile and the Republic of Colombia, as well as in most bilateral air agreements worldwide. It is a usual practice that LATAM Airlines Group has employed on countless occasions. This has no relation whatsoever with the union negotiation process.

Santiago – Buenos Aires

Following the new Open Skies Bilateral Air Agreement between the Republic of Peru and the Republic of Argentina, in July 2025, the Peruvian airline, LATAM Airlines Perú, published the route Lima – Santiago – Buenos Aires (Aeroparque). This operation of the Peruvian airline was published four months before the strike began. Likewise, LATAM Airlines Perú began to fly the route Lima – Buenos Aires (Aeroparque) – São Paulo, which has no relation whatsoever with the collective bargaining process of the pilots' union in Chile. These routes will remain at least until March 2026 and respond solely to its commercial strategy.

LATAM Airlines Perú does not currently operate the Ezeiza – Santiago route.

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Question from El Mercurio:

In point 2, you state: “The two routes mentioned in the publication of November 14 have authorizations from the competent authorities granted beginning more than ten months ago and prior to the start of the negotiation process, and their operation responds exclusively to commercial and operational criteria, having no relation whatsoever with the strike.”

- Is this the first time you have used this mechanism to optimize itineraries and fleet utilization for flights in Chile?
- If not the first time, which routes and period (year) have you used this modality?

This mechanism is a usual practice in the industry; at LATAM it has been used for more than 15 years, on a permanent basis.

ABOUT LATAM GROUP

LATAM Airlines Group S.A. and its affiliates are the principal group of airlines in Latin America present in five domestic markets in the region: Brazil, Chile, Colombia, Ecuador and Peru, in addition to international operations within Latin America and to / from Europe, the United States, Oceania, Africa and the Caribbean.

The group has a fleet of Boeing 767, 777, 787, Airbus A321, A321Neo, A320, A320Neo, and A319 aircraft. Additionally, the Airbus 330, operated under short-term leases, is also part of the current operations.

LATAM Cargo Chile, LATAM Cargo Colombia and LATAM Cargo Brazil are the LATAM group cargo subsidiaries. In addition to having access to the bellies of the passenger affiliate’s aircraft, they have a fleet of 20 freighters. They operate on the LATAM group network as well as international routes that are solely used for freighters. They offer modern infrastructure, a wide variety of services and protection options to meet all customer needs.

More information at www.latam.com

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