



Larrain Vial International Investors' Conference
Santiago
March 22-23, 2010



This presentation may include forward-looking comments regarding the Company's business outlook and anticipated financial and operating results. These expectations are highly dependent on the economy, the airline industry, commodity prices, international markets and external events. Therefore, they are subject to change and we undertake no obligation to publicly update or revise any forward looking statements to reflect events or circumstances that may arise after the date of this presentation. More information on the risk factors that could affect our results are contained on our Form 20-F for the year ended December 31, 2008.

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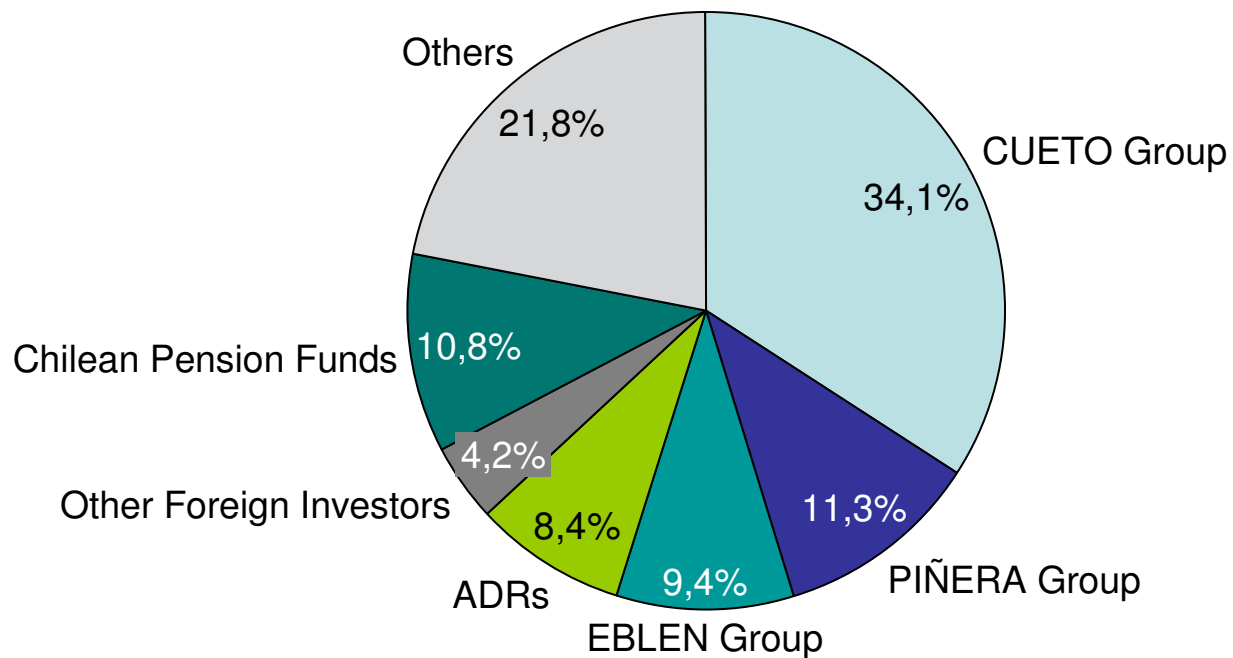
I. LAN'S DIVERSIFIED BUSINESS MODEL

II. GROWTH PERSPECTIVES

LAN Ownership Structure

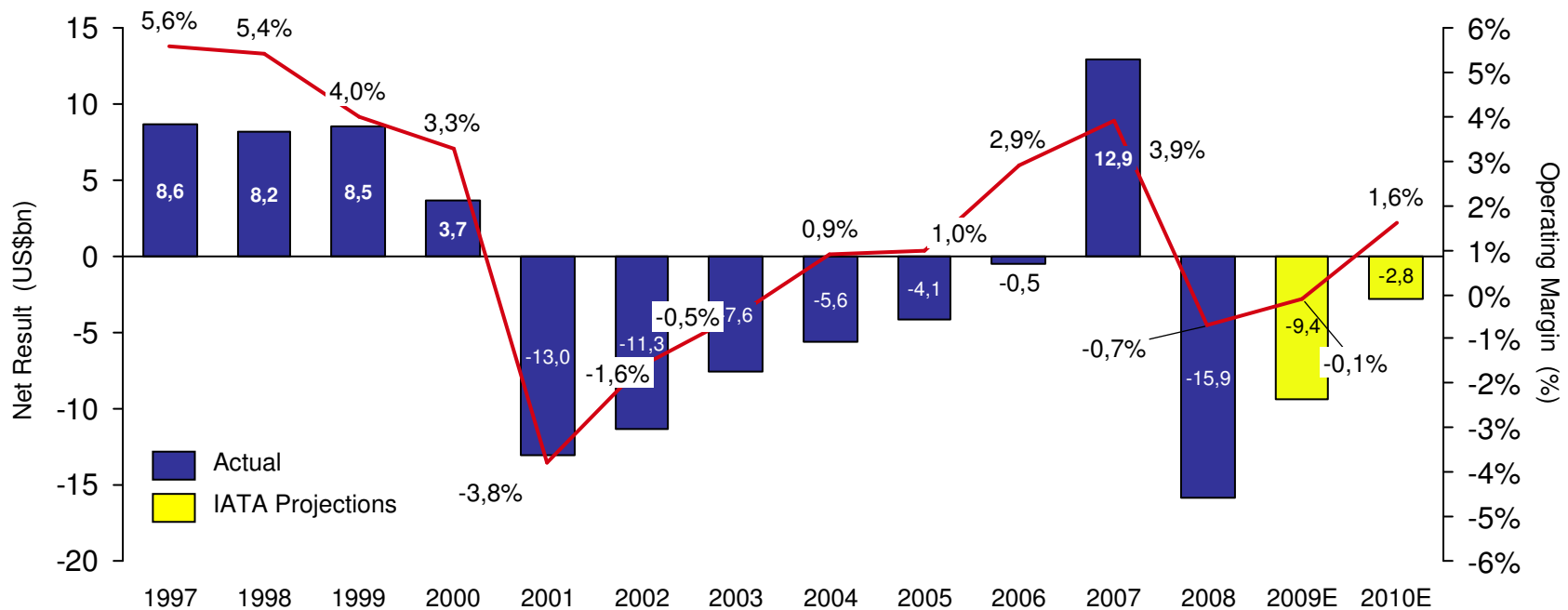
LAN Market Cap (March 16, 2010)
US\$ 6.1 Billion

LAN Ownership (March 11, 2010)



IATA Projections for the Industry

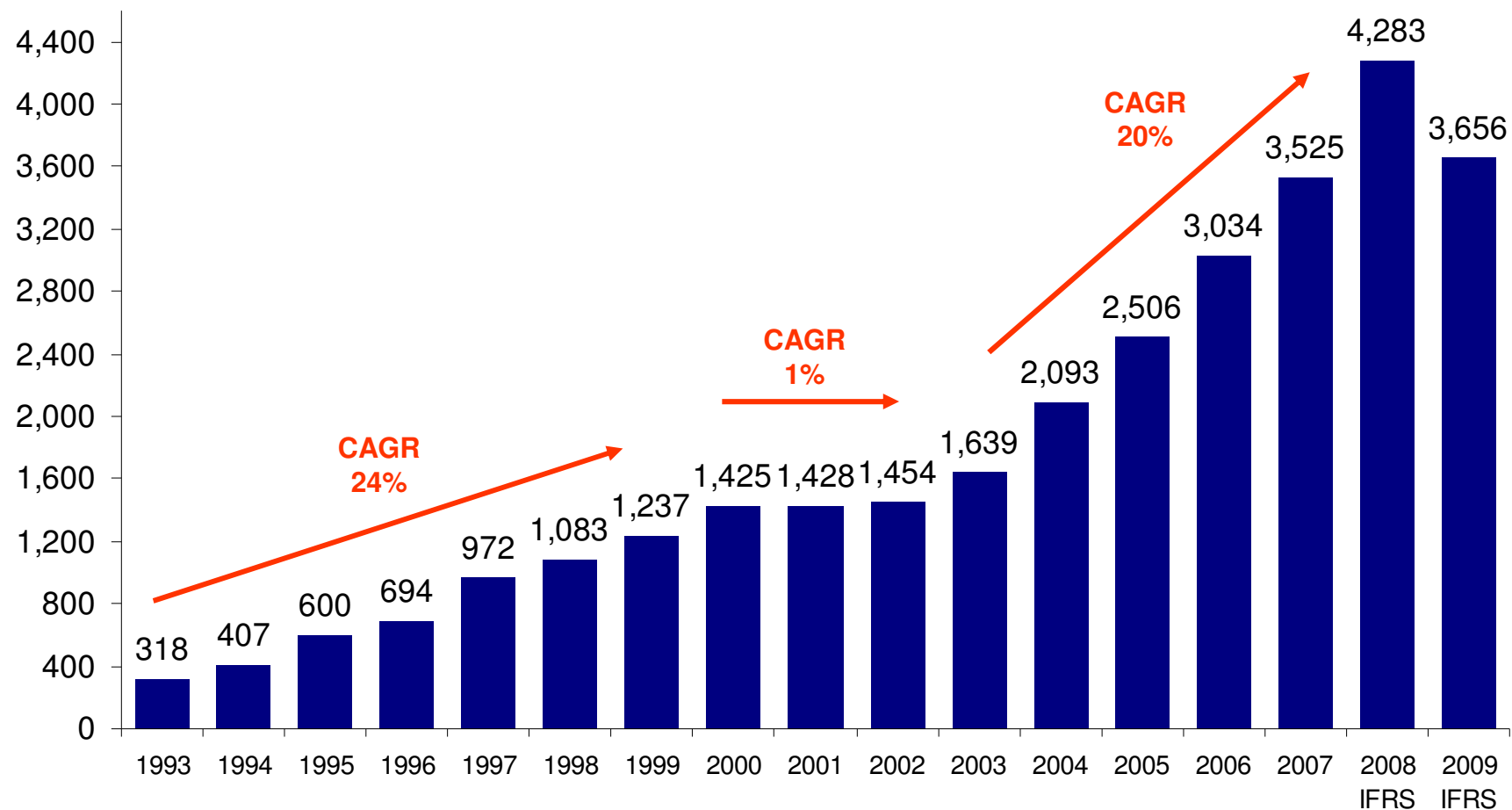
- **Several crisis have affected the industry in the last decade.**
- **IATA projects losses of US\$9.4 bn in 2009 and US\$ 2.8 bn in 2010.**
- **Despite industry losses, LAN has remained profitable over the years.**



LAN: Strong Revenue Growth

LAN Operating Revenues 1993 – 2009

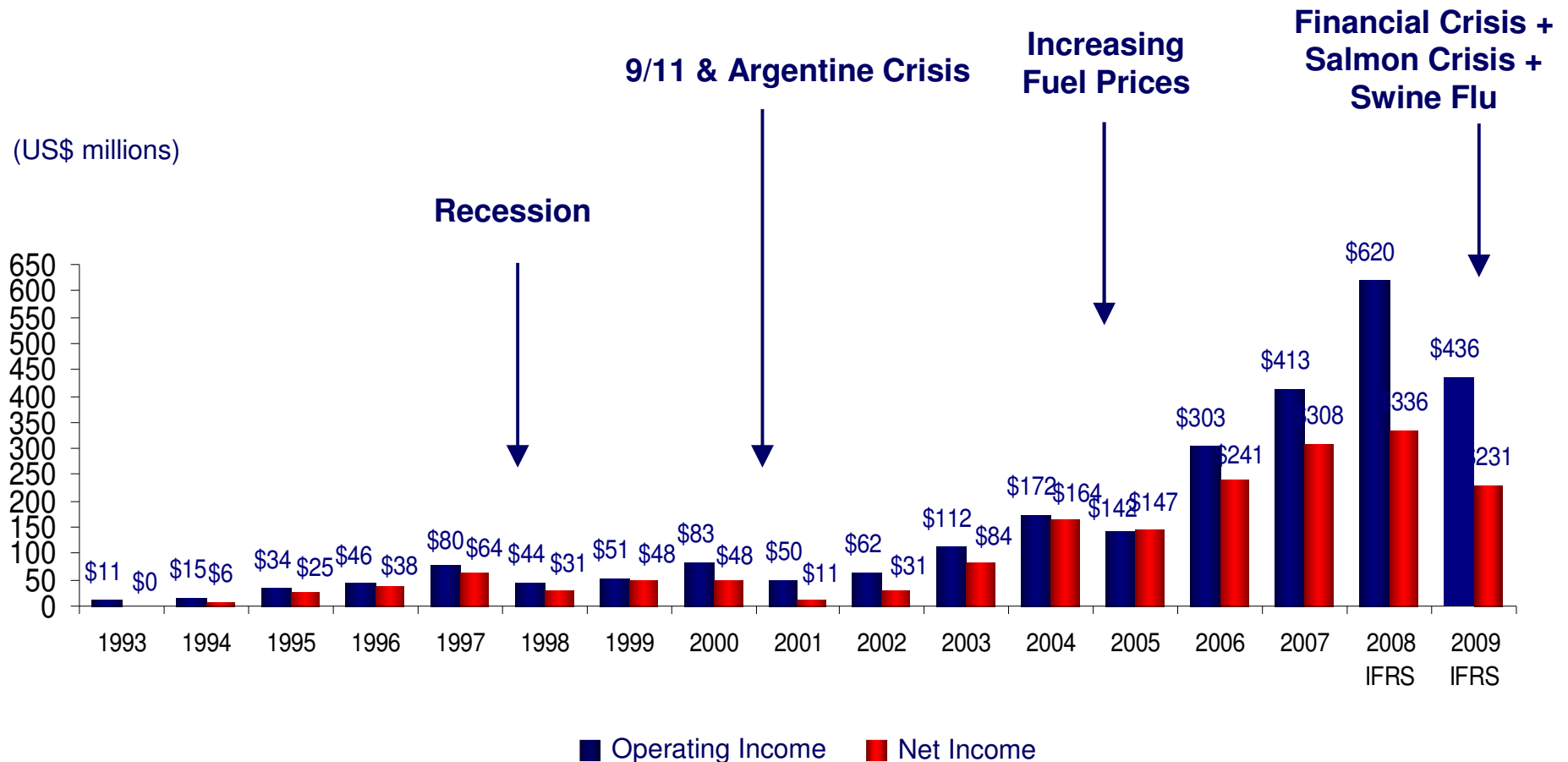
US\$ Million



Note: 2008 and 2009 under IFRS; previous years under Chilean GAAP.

Consistent Profitability Despite Multiple Market Shocks

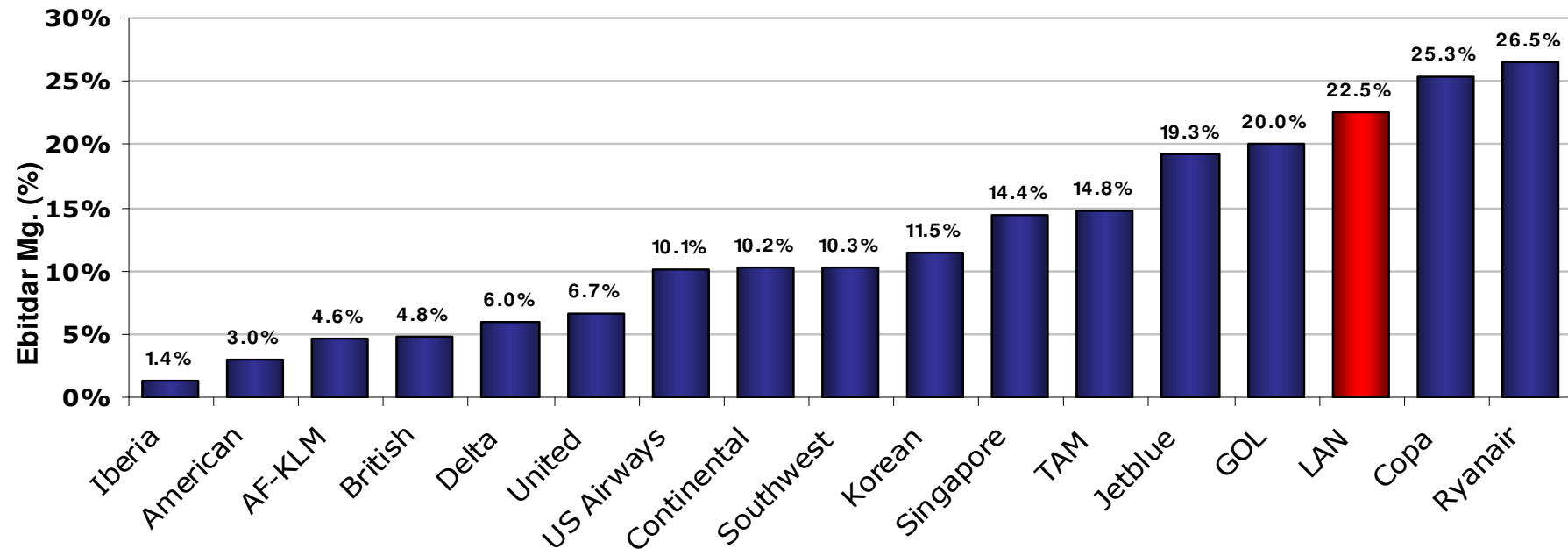
LAN Operating Income and Net Income 1993 – 2009



➤ LAN Airlines has been consistently profitable under the current management

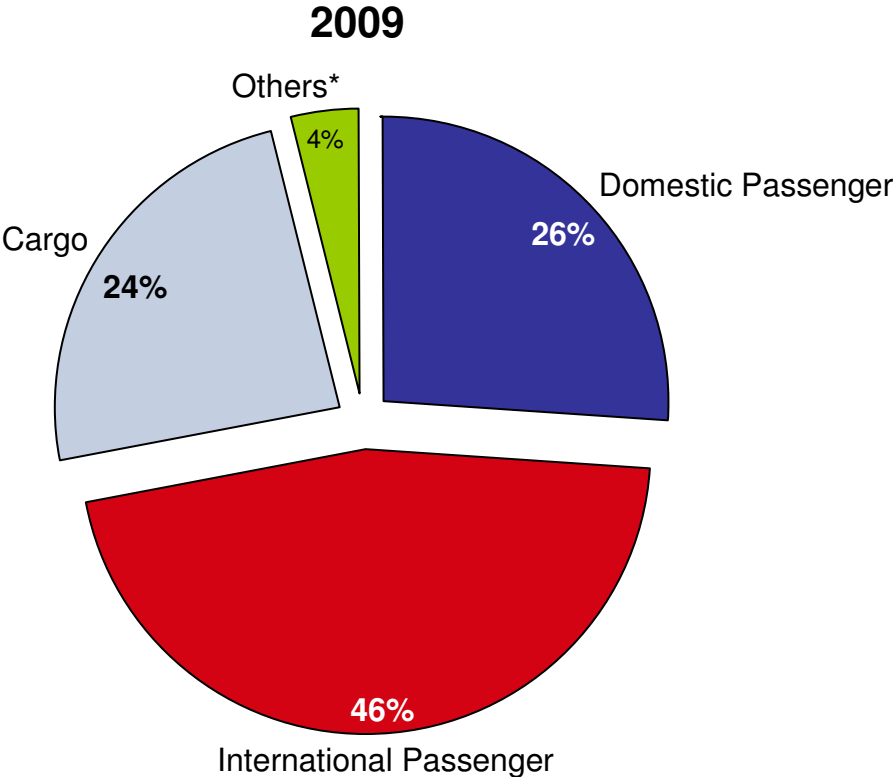
LAN Operates with High Efficiency Levels

EBITDAR Margin Industry comparison



LAN's Diversified Business Model: Passenger + Cargo Operations

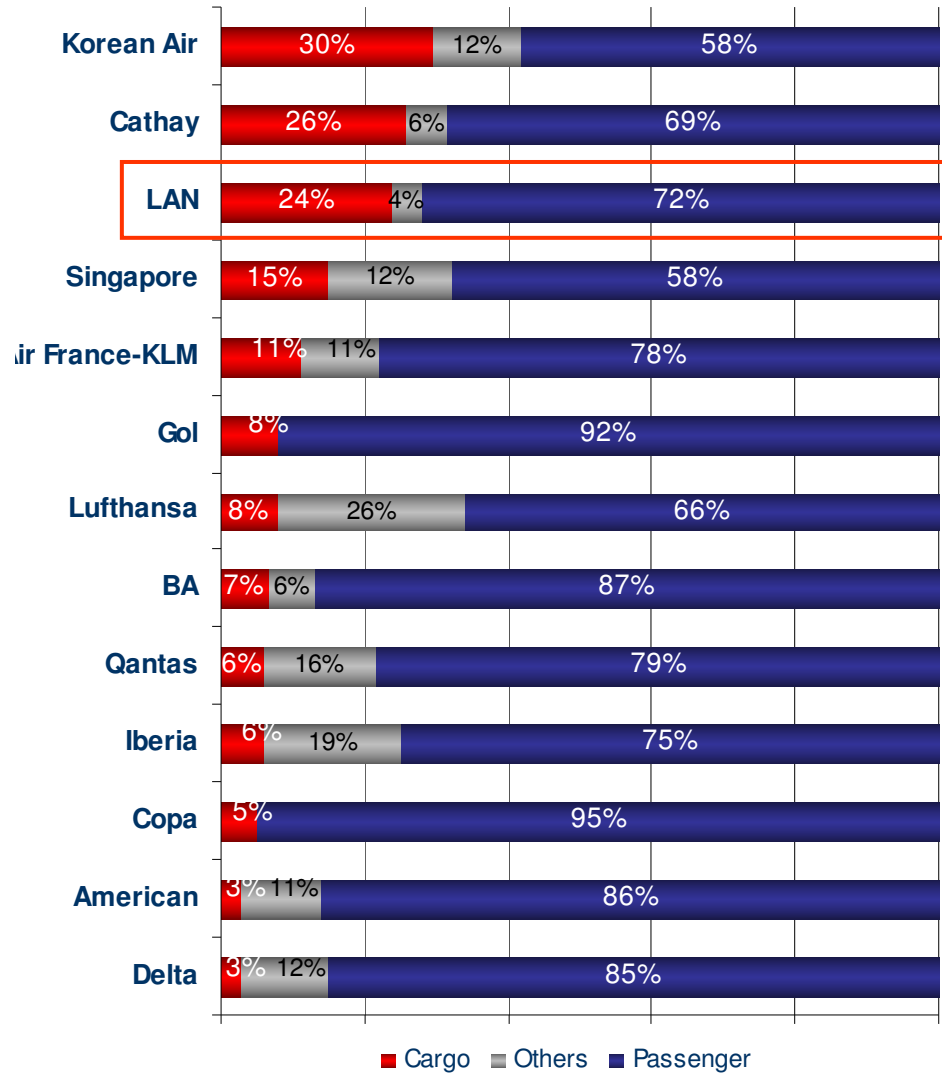
Diversified Business Model (% Operating Revenues)



* Other Revenues includes Aircraft Leases, Logistic and Courier, Ground Services, Storage & Customs Brokerage, Duty Free, etc.

LAN Business Model:
Distinct blend enhances returns and reduces risk

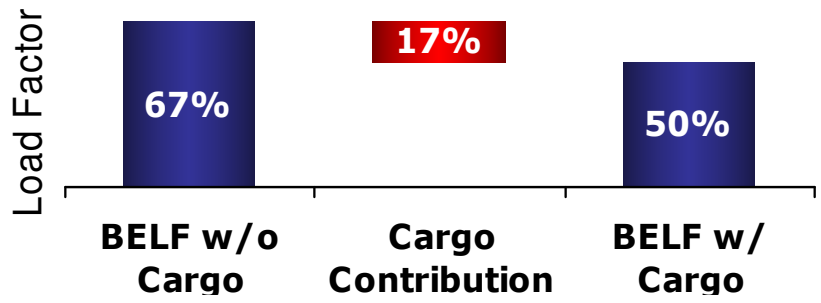
Revenue Mix, Selected Companies



Passenger and Cargo Combination

- Lower break-even load factors
- Increased diversification

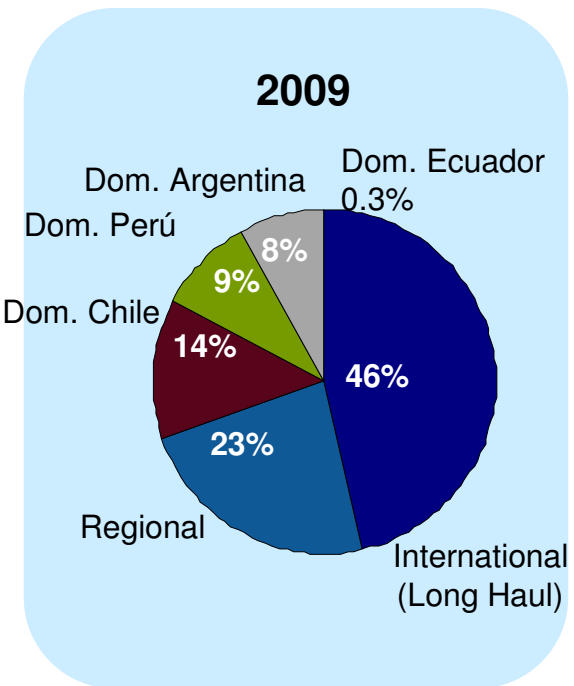
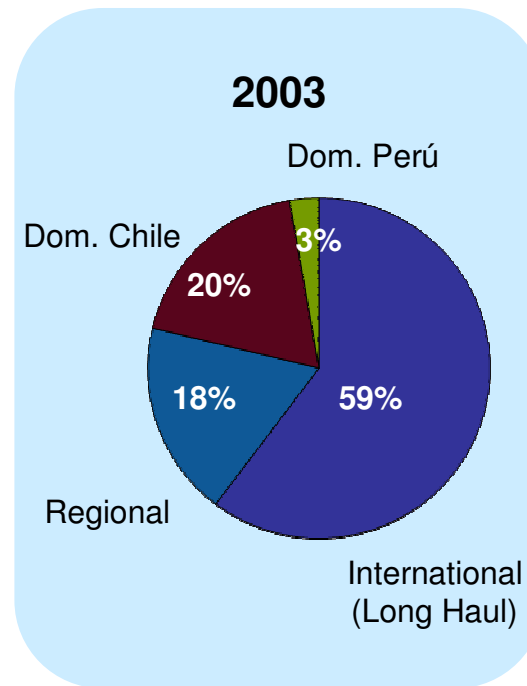
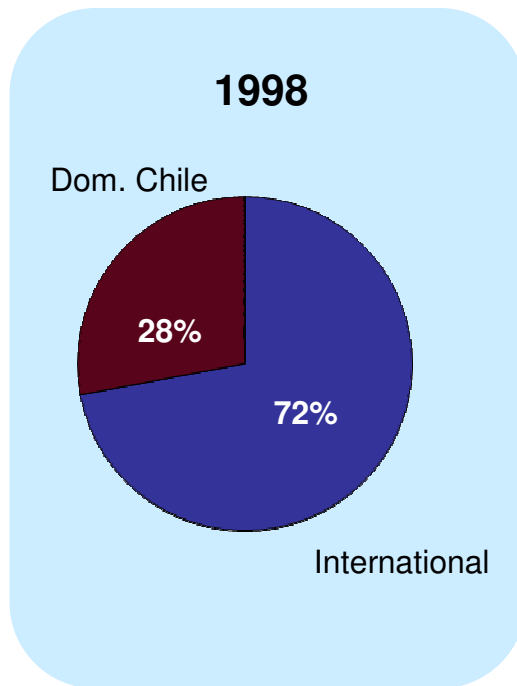
BELF Differential for long haul passenger + cargo routes 2009 (SCL – MIA route)



Note: BELF = Break-even load factor

LAN's Passenger Operations are Geographically Diversified

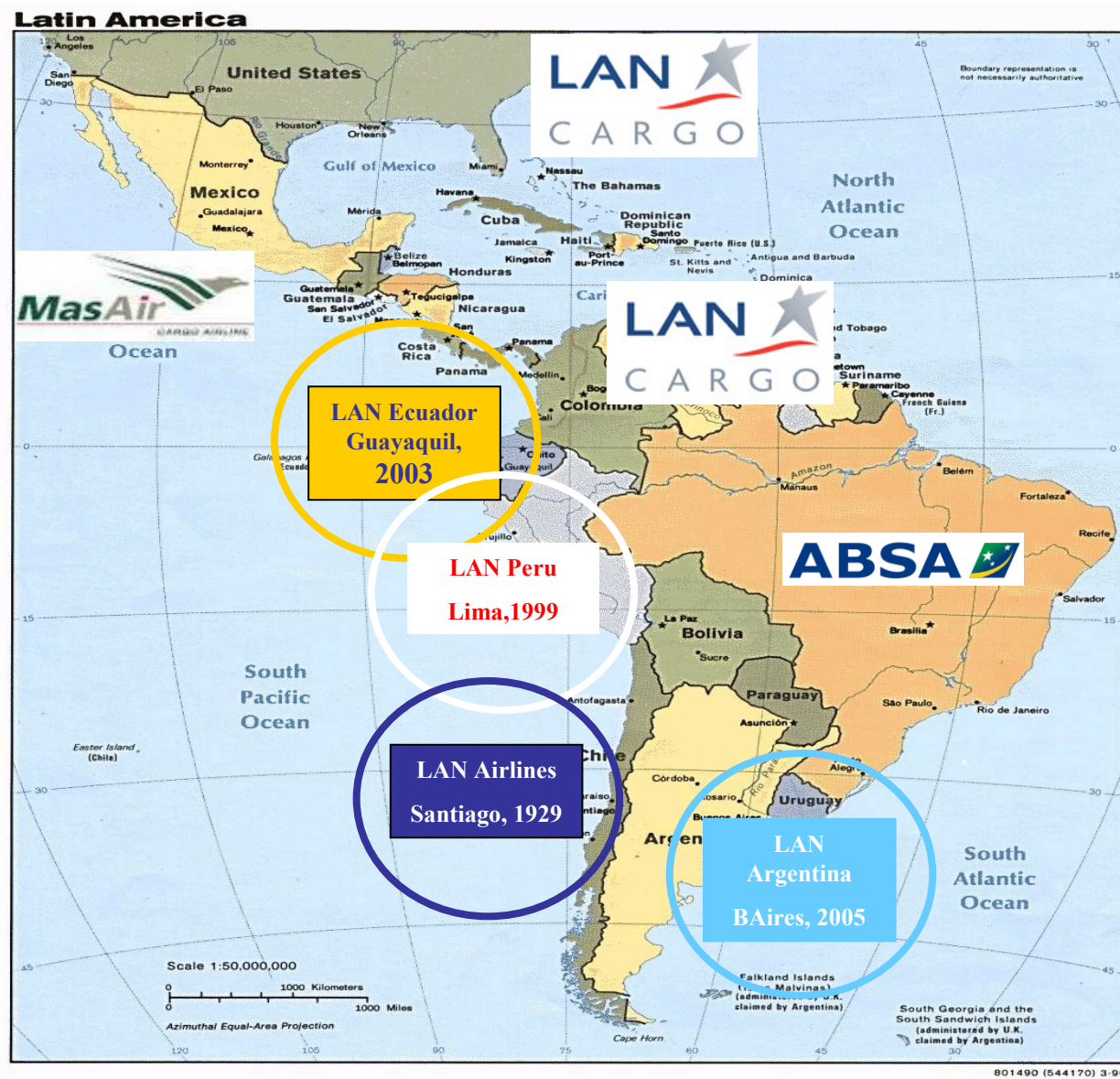
Diversified Passenger Capacity (% ASKs)



Growth in ASK (2009 vs. 2008): +10%

| | |
|---------------------------|------|
| International (Long Haul) | + 6% |
| Regional | + 6% |
| Chile domestic | +13% |
| Peru domestic | +16% |
| Argentina domestic | +44% |

LAN's Regional Strategy

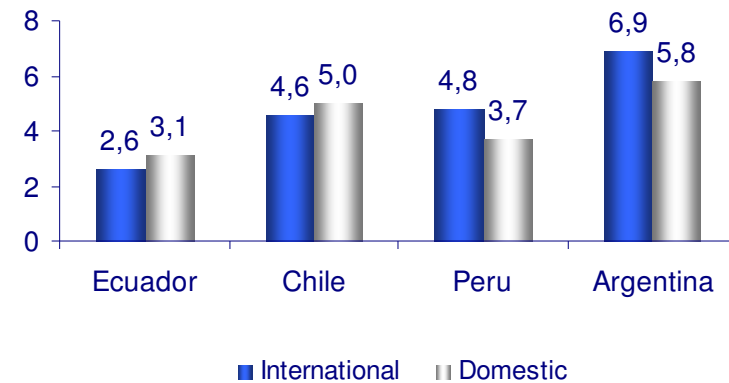


Leading Presence in South American Markets

LAN Market Share in Passenger Markets**



Market Size: Passengers Transported 2009* (millions)

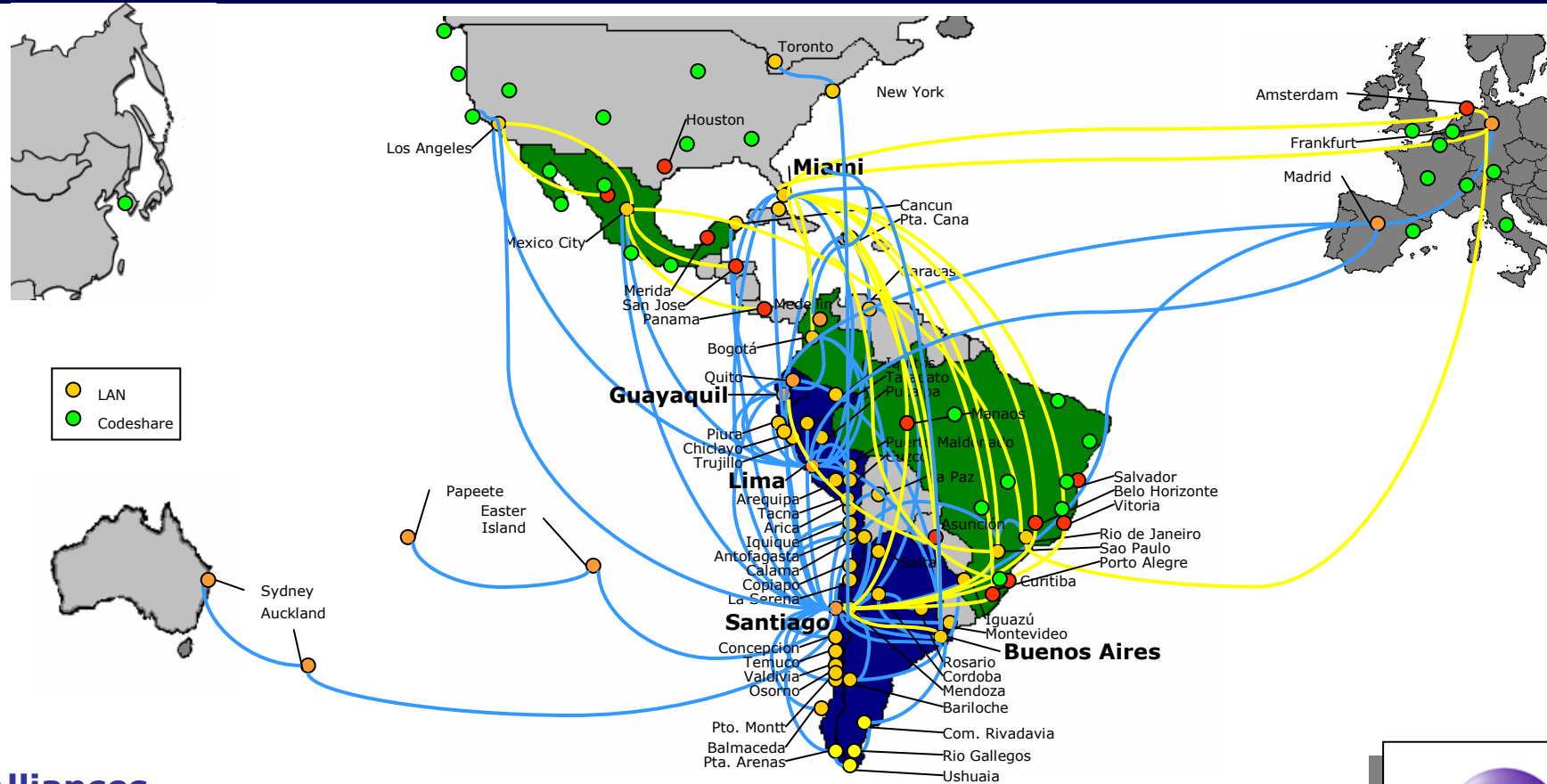


*Sources: DGAC Chile, DGAC Peru, Undersecretary of Transportation Argentina for 2008, DGAC Ecuador for 2008, LAN Estimates.

** International market shares for Chile, Peru and Argentina as of November 2009; Domestic market shares as of November 2009.

Diversified Passenger & Cargo Network

LAN is one of the leading passenger and cargo operators in Latin America



Alliances



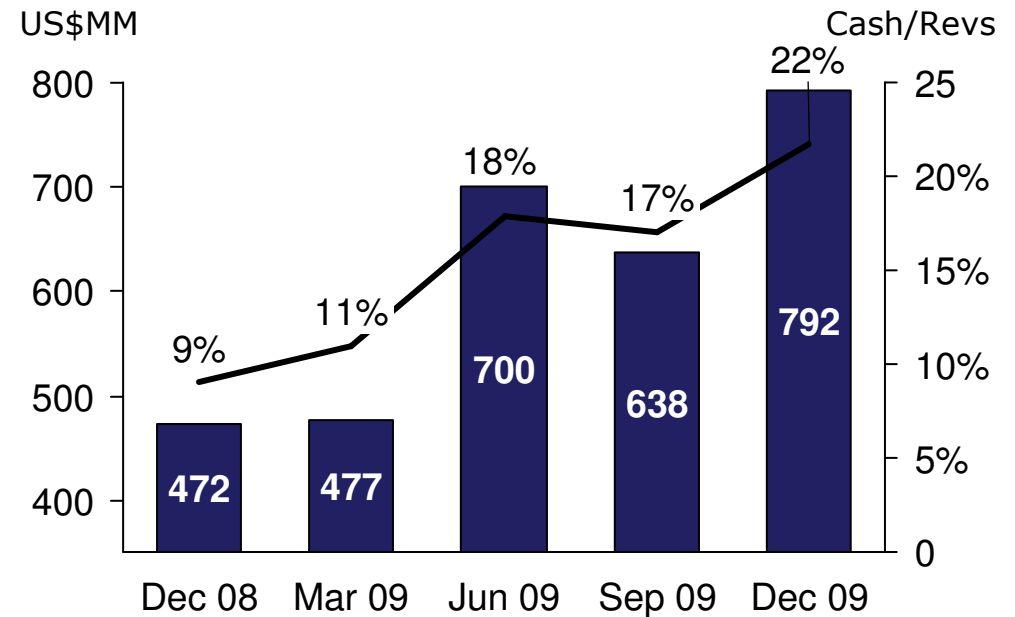
— Passenger + Cargo Network
— Freighter Network



Solid Financial Position

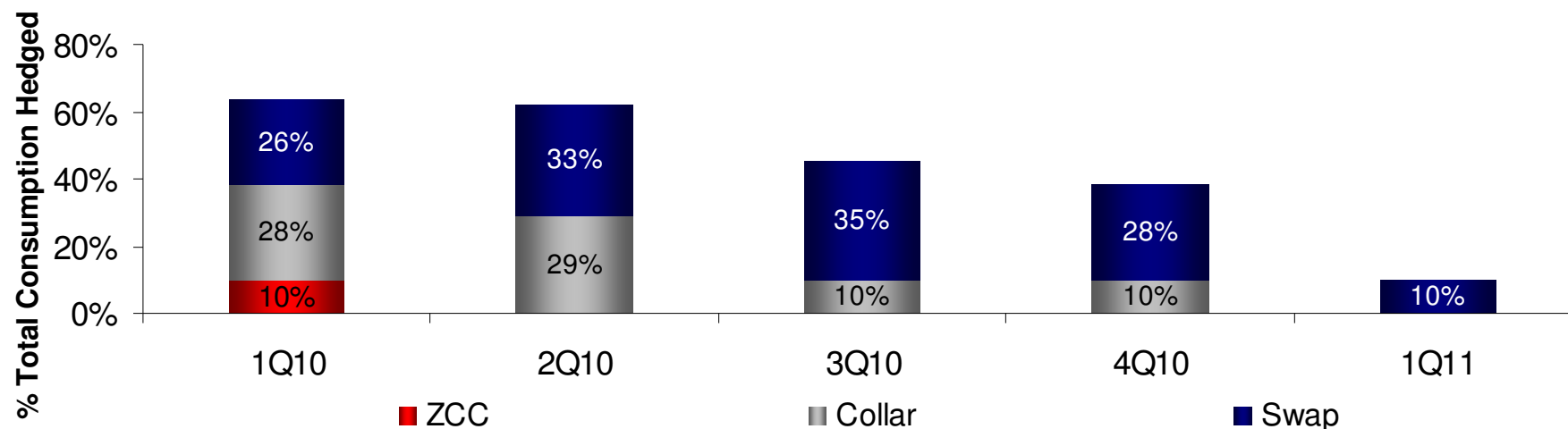
- ➔ December Cash Balance: US\$792 million, representing 22% of 4Q09 revenues.
- ➔ 2009 Financing Initiatives:
 1. Raised US\$250 million in bilateral loans in the Chilean market during first half of 2009.
 2. Completed EX-IM supported financing for 3 Boeing B767s and accessed capital markets with the new "EX-IM – Bond" product.
 3. Arranged bank financing for PDP's related to 15 A320 Family aircraft.
- ➔ 2010 Financing Initiatives:
 - ➔ Arranged long term ECA supported financing for 15 A320 family aircraft.

Liquidity



➔ LAN remains one of the few investment grade airlines in the world

Fuel Hedging



| HEDGE LAN | Q1 10 | Q2 10 | Q3 10 | Q4 10 | Q1 11 |
|---------------------|------------|------------|------------|------------|------------|
| Swaps 75.2 US\$/bbl | | 33% | | | |
| Swaps 78.9 US\$/bbl | | | 35% | | |
| Swaps 79.2 US\$/bbl | | | | | 10% |
| Swaps 81.3 US\$/bbl | | | | 28% | |
| Swaps 80.1 US\$/bbl | 36% | | | | |
| Collar 80 @ 50 | 10% | | | | |
| Collar 80 @ 55 | 18% | 29% | 10% | | |
| Collar 85 @ 55 | | | | 10% | |
| | 64% | 62% | 45% | 38% | 10% |

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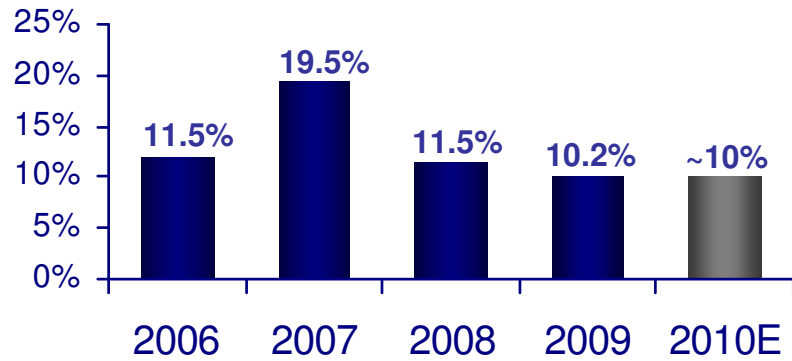
Operational Update after Chilean Earthquake

- LAN stopped operations out of the Santiago airport between February 27th and March 1st. LAN re-launched operations on Tuesday, March 2, 2010.
- Currently the company is able to operate approximately 80% of regular domestic and international passenger operations out of Santiago.
- Santiago Airport expected to be fully operational by the end of March
- Limited damage to LAN's buildings, equipment and aircraft. Insurance deductibles total approximately US\$3 million.

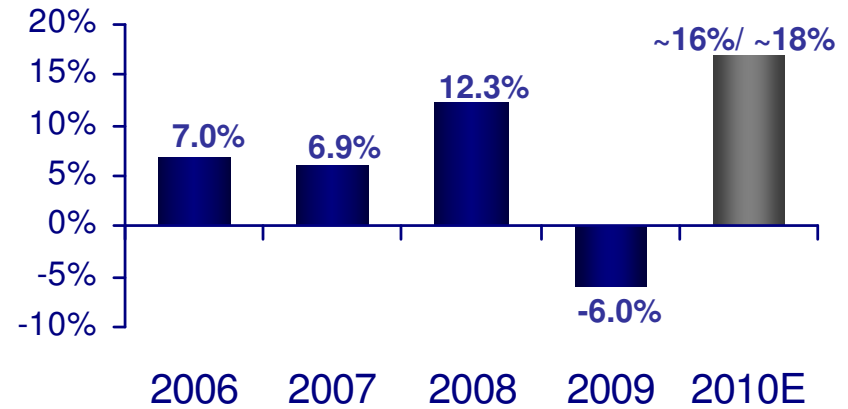


2010 Estimated Capacity Expansion

Passenger ASK Growth



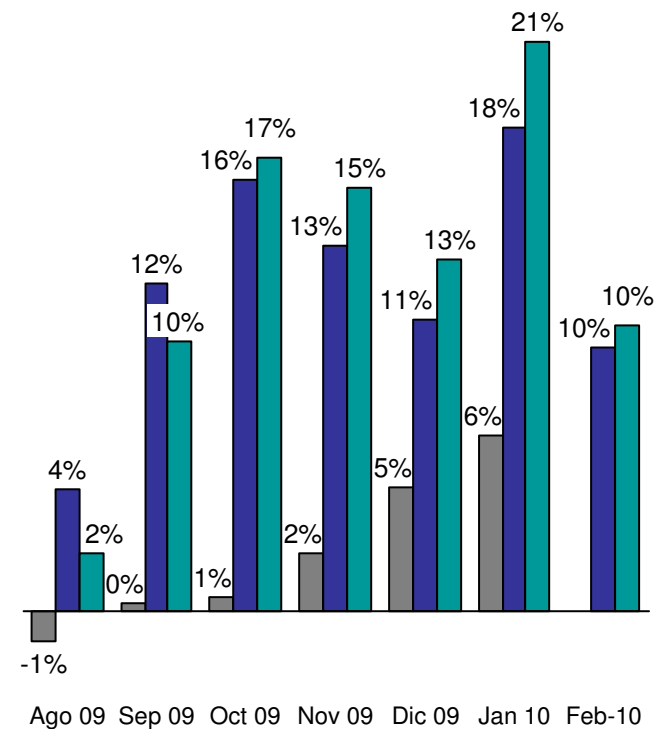
Cargo ATK Growth



2010 Passenger Growth Driven by International Traffic

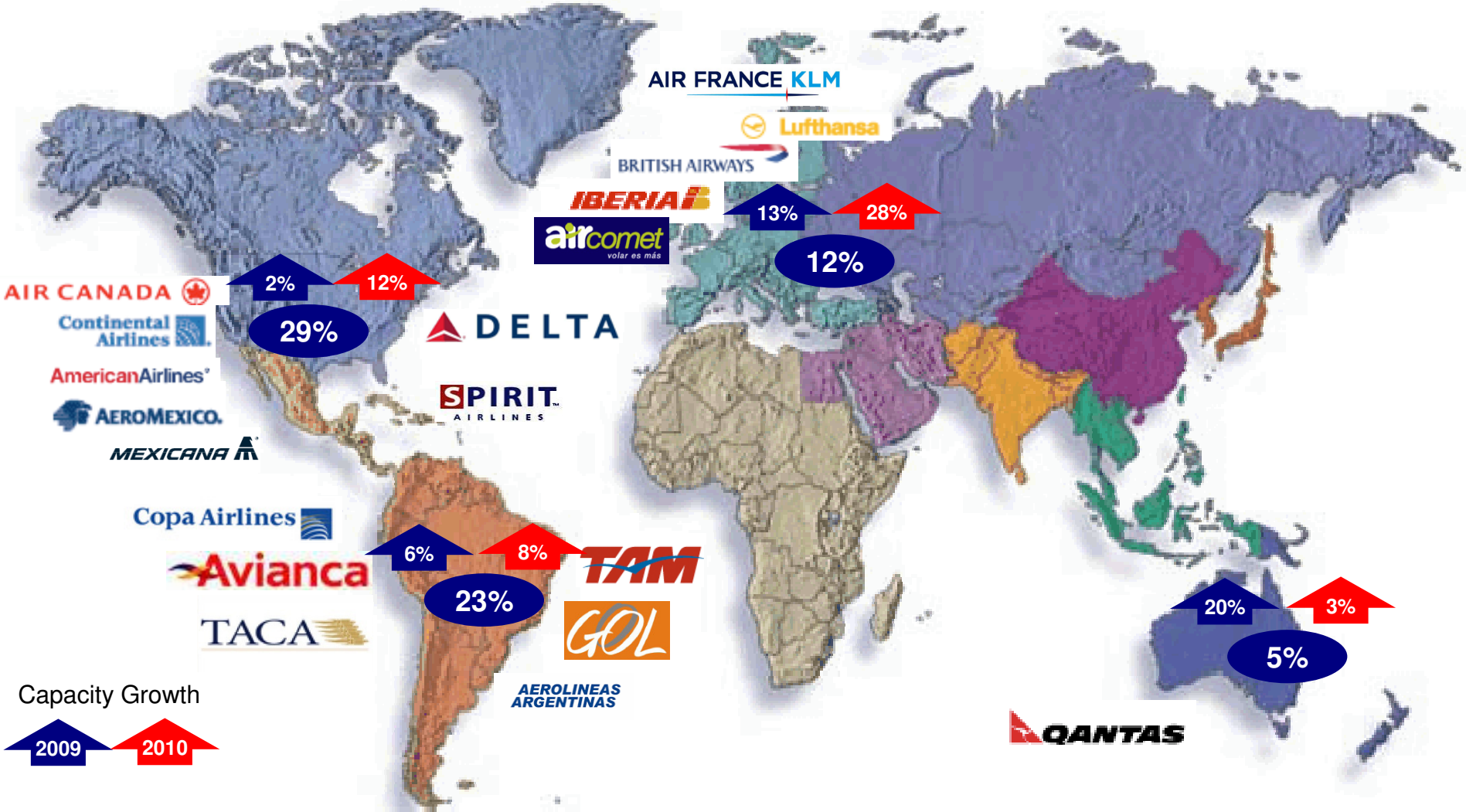
- Enhance Lima's regional Hub and make it a Regional/Long Haul Hub generating new growth opportunities
- Connect secondary cities south of Lima connected through Lima to main cities in the US, Europe and Mexico
- Increase LAN opportunities in North America adding new gateways to US (San Francisco), as well as to Europe
- Increase frequencies within the region and in long haul routes.

**Passenger Traffic Growth (%RPKs)
10.7% growth in 2009**



Industry
 Lan Total
 Lan International

2009-2010 International Passenger Capacity Growth

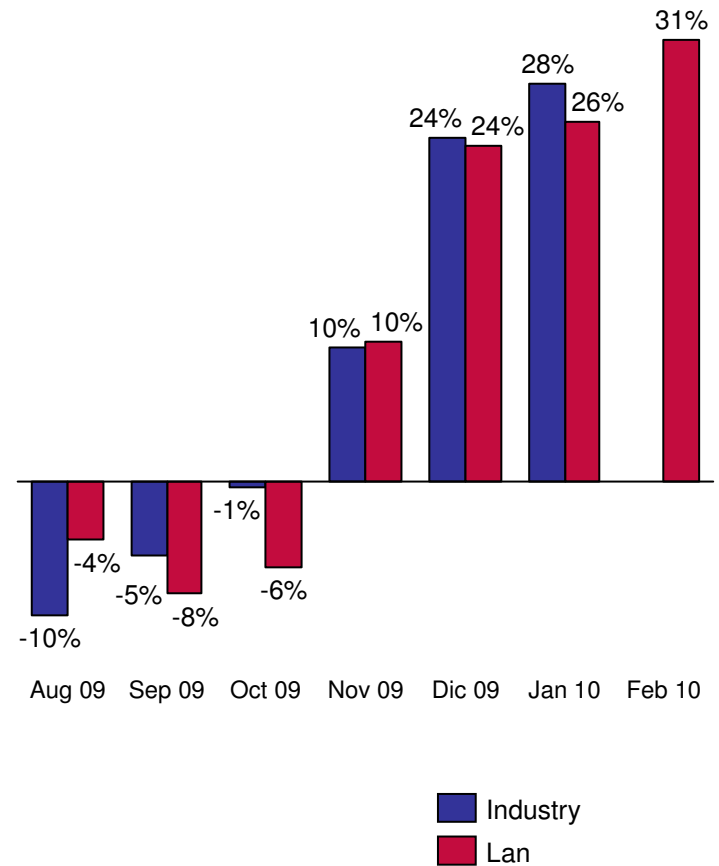


- 6% international ASK growth in 2009, with 1 pp increase in load factor, reaching 78%.
- 13% international ASK growth expected for 2010.

Strong Recovery in Cargo Traffic

- Recover high freighter utilization rates.
- Brazil continues to be an important source of growth both in the import market as well as on domestic routes
- Consolidate 4 weekly flights to Europe with the Boeing 777 freighter fleet

Cargo Traffic Growth (%RTKs)
9.7% decrease in 2009



Strong Recovery in Cargo Traffic

EUROPEAN CARGO OPERATION



→ Continue growth in European routes with the new Boeing 777 freighter

BRAZIL DOMESTIC OPERATION



→ Consolidate and continue to expand domestic Brazil Cargo Operation

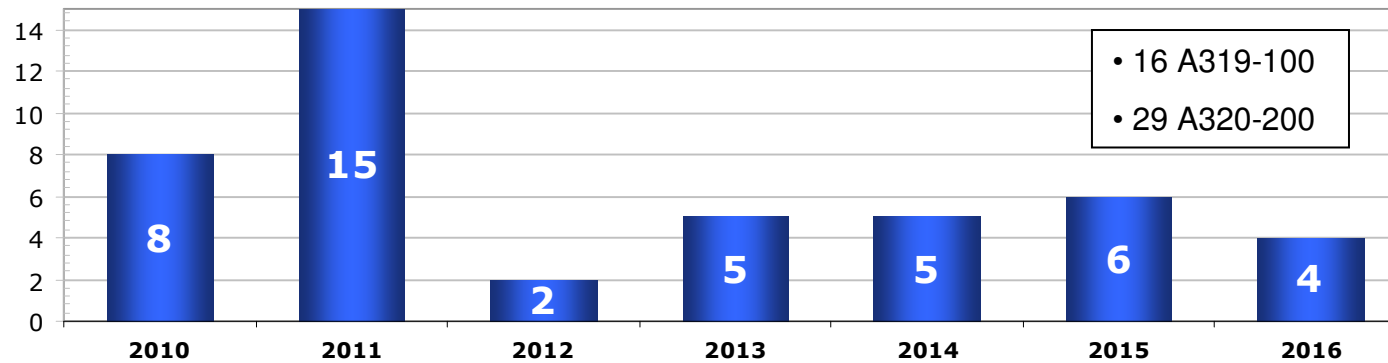
Incorporation of 30 new Airbus A320 Family Aircraft

For regional and domestic operations

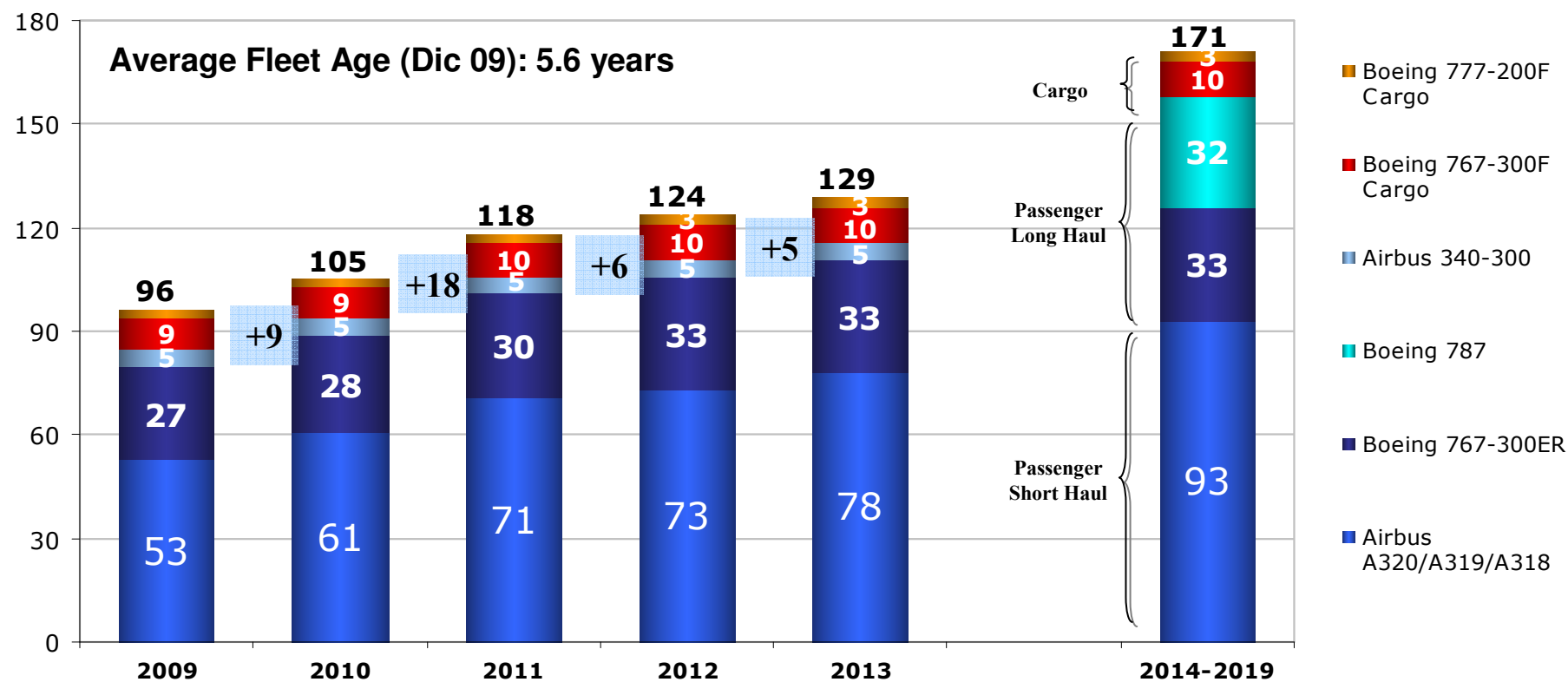


- To be delivered between 2011 and 2016 in addition to existing orders for 15 A320 family aircraft.
- For the renewal and growth of the Company's short haul fleet
- In addition, LAN's strategic fleet renewal plan involves the sale of five Airbus A318 aircraft in 2011.

A320 Fam Delivery Schedule



Fleet Plan



| CAPEX (US\$ million) | 2010 | 2011 | 2012 | 2013 | 2014-2019 |
|------------------------|------|------|------|------|-----------|
| Aircraft | 412 | 755 | 518 | 213 | 3.557 |
| Spare Engines & Others | 113 | 130 | 138 | 103 | |

US\$5.5 Billion
2010-2019

In Conclusion:

LAN is well positioned to take advantage of growth opportunities



Cargo and Passenger mix provides competitive advantage in long haul operations



Regional network provides flexibility to manage capacity



Fleet plan provides for continued growth with flexibility to adjust for demand fluctuations



Strong Balance sheet supports Investment Grade rating

