Gol Intelligent Airlines Inc.
Form 6-K
August 14, 2012

SECURITIES AND EXCHANGE COMMISSION
Washington, D.C. 20549

FORM 6-K

REPORT OF FOREIGN ISSUER PURSUANT TO RULE 13a-16 OR 15d-16 OF THE SECURITIES EXCHANGE ACT OF 1934

For the month of August, 2012
(Commission File No. 001-32221) ,

GOL LINHAS AÉREAS INTELIGENTES S.A.
(Exact name of registrant as specified in its charter)

GOL INTELLIGENT AIRLINES INC.
(Translation of Registrant's name into English)

R. Tamoios, 246
Jd. Aeroporto
04630-000 São Paulo, São Paulo
Federative Republic of Brazil
(Address of Regristrant's principal executive offices)

Indicate by check mark whether the registrant files or will file annual reports under cover Form 20-F or Form 40-F.

Form 20-F ___X___ Form 40-F ______

Indicate by check mark whether the registrant by furnishing the information contained in this Form is also thereby furnishing the information to the Commission pursuant to Rule 12g3-2(b) under the Securities Exchange Act of 1934.

Yes ______ No ___X___

If "Yes" is marked, indicated below the file number assigned to the registrant in connection with Rule 12g3-2(b):

São Paulo, August 13, 2012 – GOL Linhas Aéreas Inteligentes S.A. "GLAI", (BM&Fbovespa: GOLL4 and NYSE: GOL), (S&P: B+, Fitch: B+, Moody`s: B3), the largest low-cost and low-fare airline in Latin America, announces today its results for the second quarter of 2012 (2Q12). All the information herein is presented in accordance with International Financial Reporting Standards (IFRS) and in Brazilian Reais (R$), and all comparisons are with the second quarter of 2011 and first quarter of 2012 (2Q11 and 1Q12). The results are consolidated and have included 100% of Webjet's results since October 3rd, 2011.

2Q12 HIGHLIGHTS

In 2Q12, the Company began rationalizing domestic flights, leading to the discontinuation of approximately 130 daily flights operated by GOL and Webjet. Profitability was the main factor for determining the cuts, with longer routes and night flights being most affected. **As a consequence of this strategic move, consolidated passenger revenue per available seat kilometer (PRASK) increased by 5.7% year-on-year.**

In April, the Company announced an organizational restructuring to adjust costs and the route network to the new macroeconomic environment, which resulted in 1,500 lay-offs. These measures are in line with the Company's strategic goals in regard to high safety standards, customer service excellency, intelligent process execution and operating efficiency and simplicity.

In April, the Company received authorization from the National Civil Aviation Agency (ANAC) to provide conventional and electrostatic painting, weighing and recalibration services for other airlines in GOL's Maintenance Center at Confins, Belo Horizonte. It represents one more ancillary revenue source.

In May, GOL was the first Brazilian airline to use the RNP-AR (Required Navigation Performance) approach system, which reduces noise, shortens flight times, saves fuel and, consequently, diminishes polluting emissions. RNP allows aircraft to make the best use of airspace due to more precise trajectories, without depending on ground-based radio navigation signals. This precision permits landing in weather conditions that would normally obligate aircraft to divert to other airports or cause airlines to cancel flights before departure. This is one more measure designed to increase operating efficiency.

WEBJET

In 2Q12, Webjet recorded a load factor of 73.5%, very close to the 2Q11 figure of 73.9%. The operating performance of Webjet's route network was chiefly due to reduced route overlap between GOL and Webjet, in accordance with the Preservation of Transaction Reversibility Agreement (APRO) entered into by VRG, Webjet and the Brazilian Antitrust Authority (CADE).

In 2Q12, the Company returned the first of 15 Boeing 737-300 aircraft earmarked for devolution this year. In August, another three 737-300s were returned, totaling four so far. The replacement of Webjet's fleet with younger, more modern and more fuel-efficient aircraft has increased the Company's flexibility in regard to adjusting the route network, allowing both companies to adapt their capacity to the low economic activity and the unfavorable macroeconomic environment .

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GOL and Webjet were once again benchmarks for service provision quality in 2Q12. Webjet continued to record the industry's highest punctuality indices, reaching the significant mark of 94.1% in the period, while GOL recorded the second highest ratio of 90.1%. **Both airlines are continuing with their joint effort to instill best practices.**

Webjet also headed the operational efficiency rankings, with 82% of its passengers checking in remotely. GOL's ratio was around 45%.

The acquisition of Webjet is still awaiting approval by CADE, the Brazilian Anti-trust Authority.

SMILES

In May, SMILES announced the launch of a new flight to Miami exclusively for its clients. The new operation, which is not part of the regular route network, began on July 7th and will last until mid-August. **It proved so successful that 100% of seats were sold**. The new product offered to SMILES members is just one of a series of Company initiatives designed to strengthen and consolidate the loyalty program.

In June, GOL and Qatar Airways announced the Frequent Flyer agreement, an extension of the existing codeshare agreement between the two companies. The partnership allows participants in GOL's SMILES and Qatar's Privilege Club loyalty programs to accumulate miles on all flights operated by the two groups. They will also be able to redeem tickets shortly. **GOL also maintains codeshare and Frequent Flyer agreements with Delta Airlines, Air France, KLM and American Airlines.**

SMILES announced the launch of an unprecedented product for the domestic market: Miles Purchase. Through the program's website, participants can purchase from 1,000 up to 40,000 miles and exchange them for airline tickets. Previously, this was only possible via the transfer of credit card points by purchasing products from partner companies or through the program's promotions. With this new product, miles are credited immediately after payment is made by credit card. **This is yet another SMILES product aimed at strengthening perception of the brand in this business segment.**

SMILES closed 2Q12 with 8.7 million members, around 12% up than it was on 2Q11. During the quarter, SMILES recorded a substantial 53% upturn in the number of miles redeemed for use on its global partners' international route networks, chiefly due to the creation of an online mile redemption platform with these partners at the beginning of 2012. This initiative helped further improve customers' perception of greater mile redemption facility.

In May, *The Wall Street Journal* published the findings of a airline websites survey conducted annually by the travel consultancy IdeaWorks Co to determine the effectiveness of mileage programs in terms of seat availability at the time of mile redemptions, the lack of such seats being the cause of persistent customer complaints. A total of 23 airline sites were checked between June and October 2011 and **SMILES was ranked third overall and best in Brazil, with a 97.1% availability-on-redemption ratio.**

GOL remains focused on building an exclusive business unit to monitor and manage Smiles. The strengthening of the program will allow GOL to tap into a new market and expand its revenue base. Like the aviation market itself, growth of the mileage market is directly correlated with the expansion of Brazil's emerging middle class and the continuing growth of credit, factors which the Company has already incorporated into its business model.

SUBSEQUENT EVENTS

In July, Paulo Kakinoff was appointed as GOL's new CEO. Constantino de Oliveira Junior became Chairman of the Board of Directors and will play a strategic role in deciding GOL's direction going forward.

Paulo Kakinoff took up office as GOL's Chief Executive Officer on July 2, 2012, after serving as an independent member of the Company's Board of Directors since January 2010. Previously, he was CEO of Audi Brasil, having worked in the auto industry for 18 years as Sales & Marketing Officer at Volkswagen do Brasil and Head of South America at the Volkswagen Group's headquarters in Germany. At GOL, in addition to his position as CEO, he is a member of the People Management & Corporate Governance Committee, Risk Committee, and Financial Policy Committee. He holds a bachelor's degree in Business Administration from Mackenzie University.

On July 17, 2012, the economist and engineer Leonardo Pereira, GOL's Vice-President of Finance & Strategy and Investor Relations Officer, was appointed President of the Brazilian Securities and Exchange Commission (CVM) by Finance Minister Guido Mantega, is being subject to approval by the Brazilian Federal Senate. As a result, he resigned as Investor Relations Officer on July 24, 2012. A Board of Directors meeting on the same date elected Edmar Prado Lopes Neto as Investor Relations Officer, adding this responsibility to his current duties as Financial Officer. Mr. Pereira will continue as the Company's Vice-President of Finance & Strategy until the Senate procedures have been concluded.

Edmar Lopes joined the Company in 2011 as Capital Markets Officer. He holds a degree in Civil Engineering from the Federal University of Rio de Janeiro (UFRJ) and worked for 13 years at *Organizações Globo*, having served as Treasury Officer of *Net Serviços de Comunicação* from 2005 to 2011 and as Planning Manager of the *Roberto Marinho Foundation* from 1998 to 2005. He has worked for several national and multinational firms and has more than 25 years of experience in the financial area.

Leonardo Pereira's appointment confirms GOL's strategy of maintain and improve a high standard of corporate governance in the national and international capital markets. The internal election of Edmar Lopes as Investor Relations Officer will ensure the continuity of the work begun by Leonardo Pereira.

The Board of Directors' Meeting held on August 13, 2012, ratified the capital increase proposed on December 21, 2011. All in all, 8,326,782 shares from a total of 13,445,235 were subscribed, resulting in a partial capital increase of R$183.2mn. The remaining 5,118,453 unsubscribed shares will be canceled in accordance with the original proposal.

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Message from Management

The Company's second-quarter results reflect the unfavorable macroeconomic scenario for the civil aviation sector. High fuel costs, depreciation of the real against the dollar, which has a direct impact on 55% of the Company's operating expenses, and higher costs with Brazilian aviation fees, all had a substantial effect on GOL's results as well as on the domestic air transport industry as a whole. Accordingly, the Company revises in this quarter earnings release its financial guidance for 2012, but maintains its ex-fuel cost estimate stable despite this scenario.

In response to this scenario, GOL resized its route network, cutting around 130 loss-making flights, and streamlined its operational structure, workforce and fixed costs. The positive results of these measures should become apparent mainly on the second half of 2012. In addition, a joint operation with Webjet, a highly efficient airline operationally and with the same DNA as GOL, constitute an opportunity for further developing even more a competitive advantage conferred by the Company's costs. In 2Q12, R$25 million in operational synergies between the two airlines were identified, especially regarding costs with aircraft maintenance, fuel and improvements to the sales channel through an interline agreement between the two firms. All in all, the Company has captured operational synergy gains of around R$48 million since joint operations began.

GOL continues to prioritize safe passenger transportation through its young and modern fleet, in addition to being a benchmark for aircraft maintenance. It also remains focused on providing excellent service, thereby ensuring a pleasant flying experience and the satisfaction of its customers. In 2Q12, Webjet and GOL further enhanced this feeling of satisfaction by coming as first and second, respectively, in the domestic industry punctuality rankings for the second consecutive quarter. Convenience is another Company priority. Around five million of Webjet's and GOL's passengers enjoyed the convenience of remote check-in during the quarter.

The Company also maintained a solid financial and cash position, enabling it to overcome a challenging macroeconomic scenario, having closed 2Q12 with total cash of around R$1.9 billion.

The quarter's internal changes were designed to ensure the continuity and development of a sustainable long-term strategy. The downsizing of the route network will ensure that GOL adapts to the new domestic market growth parameters and the structural adjustments will lead to a simpler and more streamlined operation. Management remains confident in opportunities in Brazil's aviation market, one of the most under-penetrated in the world, and believes in the resilience and sustainable growth of national economy for the coming years.

GOL wishes to thank its Team of Eagles for their hard work, motivation and commitment to helping GOL remain the best company to travel with, work for and invest in.

Paulo Sérgio Kakinoff | *CEO of GOL Linhas Aéreas Inteligentes S.A.*

Constantino de Oliveira Junior | *Founder and Chairman of the Board of GOL Linhas Aéreas Inteligentes S.A.*

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AVIATION MARKET – INDUSTRY

Domestic aviation industry supply and demand increased by 5.5% and 7.4%, respectively, over 2Q11, with an average load factor of 70.6%, versus 69.4% in 2Q11 (up by 1.2 p.p.). **In the first half, domestic supply and demand moved up by 8.4% and 7.2%, respectively,** over 1H11, confirming the industry's trend towards more conservative supply additions and the creation of a more sustainable sector in the long term.

Supply (ASK)	**37.2**	35.8	**3.9%**	76.5	72.1	6.1%
Demand (RPK)	**27.0**	25.6	**5.4%**	55.2	52.2	5.8%
Load Factor	**72.7%**	71.7%	**+1.0pp**	72.2%	72.4%	-0.2pp
Supply (ASK)	**29.2**	27.6	**5.5%**	60.2	55.5	8.4%
Demand (RPK)	**20.6**	19.2	**7.4%**	42.1	39.3	7.2%
Load Factor	**70.6%**	69.4%	**+1.2pp**	70.0%	70.8%	-0.8pp
Supply (ASK)	**8.0**	8.2	**-1.4%**	16.2	16.5	-1.8%
Demand (RPK)	**6.4**	6.5	**-0.4%**	13.0	12.9	1.3%
Load Factor	**80.0%**	79.2%	**+0.8pp**	80.3%	77.8%	+2.4pp

Data from the Brazilian Civil Aviation Agency (Anac). The 2Q11 operating figures were recalculated in accordance with the current DCA Manual.

AVIATION MARKET – PRO-FORMA CONSOLIDATED DATA (GOL + Webjet)

The information below refers to GOL and Webjet's pro-forma route network, i.e. including Webjet's traffic data in 2Q11. Pro-forma figures are used to ensure better comparisons of the Company's route network trends.

Supply (ASK)	**12.5**	12.7	**-1.9%**	26.5	26.3	0.6%
Demand (RPK)	**8.7**	8.6	**1.6%**	18.2	18.3	-0.6%
Load Factor	**69.5%**	67.1%	**+2.4pp**	68.7%	69.5%	-0.8pp
Supply (ASK)	**11.5**	11.8	**-2.2%**	24.5	24.0	2.0%
Demand (RPK)	**8.1**	8.0	**1.6%**	16.9	16.8	0.2%
Load Factor	**70.3%**	67.6%	**+2.6pp**	69.0%	70.3%	-1.3pp
Supply (ASK)	**1.0**	1.0	**1.9%**	2.0	2.4	-13.8%
Demand (RPK)	**0.6**	0.6	**1.3%**	1.3	1.5	-9.4%

Load Factor	**60.7%**	61.1%	**-0.3pp**	64.4%	61.3%	+3.1pp

Data from the Brazilian Civil Aviation Agency (Anac). The 2Q11 operating figures were recalculated in accordance with the current DCA Manual.

SUPPLY (ASK)

Supply on GOL's pro-forma domestic route network fell by 2.2% over 2Q11, chiefly due to the flight rationalization strategy adopted by the Company as of March 2012. **GOL and Webjet jointly offer around 970 daily flights, close to the figure in 2Q11, when GOL did not have Webjet as a VRG subsidiary.**

The reduction in its operational structure reinforces GOL's commitment to ensuring a sustainable aviation market in the long term and resuming positive operating margins in the short term, despite the challenging economic scenario due to exchange rate and fuel price volatility.

In the same period, **international supply moved up by 1.6%**, chiefly due to the period increase in charter flights, especially to Orlando and Bariloche.

DEMAND (RPK) and LOAD FACTOR

GOL's demand moved up by approximately 1.6%, chiefly due to the modest growth of Brazil's economy in the first half of 2012, which, combined with the 1.9% period decline in ASK, increased the load factor by 2.4 p.p. This result reflects the Company's efforts to rationalize a market that had been growing in an unsustainable manner and underlines the Company's long-term strategy.

CONSOLIDATED OPERATING INDICATORS (GOL and Webjet)

The following indicators do not consider Webjet in 2Q11 and 6M11.

RPK (in Bn)*	**8.7**	**7.5**	**15.3%**	**18.2**	**16.2**	**12.5%**
GOL	*7.6*	*7.5*	*0.4%*	*15.7*	*16.2*	*-2.9%*
Webjet	*1.1*	*na*	*na*	*2.5*	*na*	*na*
ASK (in Bn)*	**12.5**	**11.4**	**10.0%**	**26.5**	**23.5**	**12.6%**
GOL	*11.0*	*11.4*	*-3.4%*	*23.2*	*23.5*	*-1.5%*
Webjet	*1.5*	*na*	*na*	*3.3*	*na*	*na*
Load Factor*	**69.5%**	**66.3%**	**3.2%**	**68.7%**	**68.7%**	**0.0%**
GOL	*69.0%*	*66.3%*	*2.6%*	*67.7%*	*68.7%*	*-1.0%*
Webjet	*73.5%*	*na*	*na*	*75.5%*	*na*	*na*
Revenue Passengers ('000)	**9,532**	**8,224**	**15.9%**	**19,436**	**16,820**	**15.6%**
GOL	*8,279*	*8,224*	*0.7%*	*16,746*	*16,820*	*-0.4%*
Webjet	*1,252*	*na*	*na*	*2,689*	*na*	*na*
Productivity (Block Hour/Day)	**12.0**	**13.0**	**-7.9%**	**12.3**	**13.2**	**-6.7%**
GOL	*12.3*	*13.0*	*-5.7%*	*12.6*	*13.2*	*-4.6%*
Webjet	*10.5*	*na*	*na*	*10.9*	*na*	*na*
Departures (000)	**85,529**	**74,608**	**14.6%**	**178,912**	**150,222**	**19.1%**
GOL	*73,406*	*74,608*	*-1.6%*	*152,810*	*150,222*	*1.7%*
Webjet	*12,123*	*na*	*na*	*26,102*	*na*	*na*
Stage Length (km)	**866**	**893**	**-3.0%**	**877**	**889**	**-1.3%**
GOL	*876*	*893*	*-1.9%*	*887*	*912*	*-2.7%*
Webjet	*803*	*na*	*na*	*821*	*na*	*na*
Average Operating Aircraft	**129**	**109**	**18.7%**	**133**	**110**	**21.3%**
GOL	*109*	*109*	*0.0%*	*112*	*110*	*1.8%*

Webjet	*20*	*na*	*na*	*21*	*na*	*na*
Fuel Consumption (mm)	**403**	**358**	**12.4%**	**848**	**740**	**14.6%**
GOL	*348*	*358*	*-2.9%*	*727*	*740*	*-1.7%*
Webjet	*55*	*na*	*na*	*121*	*na*	*na*
Employee	**18,966**	**18,691**	**1.5%**	**18,966**	**18,691**	**1.5%**
GOL	*17,209*	*18,691*	*-7.9%*	*17,209*	*18,691*	*-7.9%*
Webjet	*1,757*	*na*	*na*	*1,757*	*na*	*na*

** The 2Q11 and 1H11 operating figures were recalculated in accordance with the current DCA Manual.*

CONSOLIDATED INCOME STATEMENT

NET REVENUE

Net revenue came to R$1,830.7mn in 2Q12, 16.9% up on the R$1,566.3mn reported in 2Q11, mainly due to the 15.3% period increase in total demand. Total net revenue per ASK (RASK) grew by 6.3% compared to 2Q11.

Net Revenue	**1,830.7**	1,566.3	16.9%	3,996.7	3,462.1	15.4%
Passenger	**1,602.0**	1,378.6	16.2%	3,526.3	3,082.4	14.4%
Ancillary	**228.7**	187.8	21.8%	470.5	379.6	23.9%
Net Revenue - RASK	**14.64**	13.77	6.3%	15.08	14.71	2.5%
Passenger - PRASK	**12.81**	12.12	5.7%	13.31	13.10	1.6%
Ancillary	**1.83**	1.65	10.8%	1.78	1.61	10.1%

**2Q11 and 1H11 figures do not include Webjet.*

The 16.9% positive year-on-year variation in net passenger revenue was chiefly due to the 15.3% upturn in consolidated demand. PRASK moved up by 5.7%, due to the 3.2 p.p. increase in the load factor and the 0.8 p.p. improvement in yield.

Ancillary revenue came to R$228.7mn, 21.8% up on the R$187.8mn recorded in 2Q11, accounting for 12.5% of total net revenue (versus 12.0% in 2Q11). This increase was due to: (i) the 57.0% upturn in revenue from flight rebooking charges, no show, passenger services and ticket cancellations, due to the increase in fees for these services in the first half of 2012 and 16.0% upturn in passenger transported in the period; (ii) the 55.0% rise in excess baggage revenue, also due to the higher number of passengers; and (iii) the 50.0% upturn in charter revenue due to the increased number of charter flights, especially to Orlando and Bariloche. Consolidated ancillary revenue per ASK increased by 10.8% year-on-year.

CONSOLIDATED OPERATING COSTS AND EXPENSES

Total consolidated operating costs and expenses stood at R$2,185.3mm, 19.0% more than in 2Q11. Total CASK came to 17.48 cents (R$), 8.2% up year-on-year, while CASK ex-fuel stood at 10.12 cents (R$), up by 4.0%, chiefly due to: (i) the 23.0% average depreciation of the real against the dollar, which had a negative impact on the Company's dollar-pegged expenses; (ii) the reduced dilution of fixed costs in the quarter due to the flight rationalization strategy, which reduced GOL's domestic capacity by 3.4%, or 1.9% pro-forma consolidated data (considering Webjet in 2Q11); and (iii) higher fees following the increase in airport fees during the second half of 2011.

Aircraft fuel	**(7.36)**	(6.43)	14.5%	**(7.06)**	(5.95)	18.7%
Salaries, wages and benefits	**(3.19)**	(3.39)	-5.8%	**(3.04)**	(3.17)	-3.8%
Aircraft rent	**(1.28)**	(0.99)	29.5%	**(1.14)**	(1.02)	11.3%
Sales and Marketing	**(0.76)**	(0.79)	-3.3%	**(0.71)**	(0.77)	-7.9%
Landing Fees	**(1.08)**	(0.85)	26.8%	**(1.05)**	(0.77)	35.3%
Aircraft and Traffic Servicing	**(1.05)**	(1.03)	2.0%	**(0.96)**	(0.96)	0.2%
Maintenance, Materials and Repairs	**(0.85)**	(0.79)	7.3%	**(0.63)**	(0.72)	-12.2%
Depreciation and Goodwill Amortization	**(1.06)**	(0.80)	32.5%	**(0.95)**	(0.77)	23.3%
Other Operating Expenses	**(0.85)**	(1.10)	-22.4%	**(0.85)**	(1.16)	-26.6%
Total CASK	**(17.48)**	**(16.15)**	**8.2%**	**(16.40)**	**(15.29)**	**7.2%**
CASK Ex-Fuel	**(10.12)**	**(9.73)**	**4.0%**	**(9.33)**	**(9.34)**	**-0.1%**

Aircraft Fuel	**(920.2)**	(730.9)	25.9%	**(1,871.8)**	(1,400.0)	33.7%
Salaries, Wages and Benefits	**(399.3)**	(385.3)	3.6%	**(806.6)**	(744.7)	8.3%
Aircraft Rent	**(160.2)**	(112.5)	42.4%	**(301.9)**	(240.8)	25.4%
Sales and Marketing	**(95.2)**	(89.4)	6.4%	**(188.1)**	(181.3)	3.7%
Landing Fees	**(134.9)**	(96.8)	39.4%	**(277.1)**	(181.9)	52.3%
Aircraft and Traffic Servicing	**(130.9)**	(116.7)	12.2%	**(254.2)**	(225.3)	12.8%
Maintenance, Materials and Repairs	**(105.8)**	(89.6)	18.0%	**(167.0)**	(169.0)	-1.1%
Depreciation and Amortization	**(132.1)**	(90.7)	45.7%	**(251.0)**	(180.8)	38.8%
Other Operating Expenses	**(106.8)**	(125.2)	-14.7%	**(226.4)**	(273.8)	-17.3%
Total Operating Expenses	**(2,185.3)**	**(1,837.2)**	**19.0%**	**(4,344.1)**	**(3,597.6)**	**20.7%**
Operating Expenses Ex-Fuel	**(1,265.1)**	**(1,106.2)**	**14.4%**	**(2,472.3)**	**(2,197.6)**	**12.5%**

**2Q11 and 1H11 figures do not include Webjet*

Aircraft fuel costs per ASK totaled 7.36 cents (R$) in 2Q12, 14.5% up on 2Q11. Jet fuel price (QAV) is obtained from the moving average of the variations in the exchange rate and international fuel prices between the 24th day of the month and the 25th day of the subsequent month. The period upturn was chiefly due to the 11.9% increase in the per-liter jet fuel price, which reached its highest ever level, and the 12.4% consolidated upturn in fuel consumption. Fuel expenses accounted for around 42% of GOL's total consolidated expenses in 2Q12 (versus 39.8% in 2Q11).

Salaries, wages and benefits per ASK came to 3.19 cents (R$) in 2Q12, 5.8% down over 2Q11**.** In nominal terms, however, there was a 3.6% upturn. The normalization in this line's growth was due to the Company's decision to resize its workforce in order to maintain its disciplined business plan, thereby ensuring sustainability for the coming years.

Aircraft leasing costs per ASK stood at 1.28 cents (R$), 29.5% up compared to 2Q11. In nominal terms, it moved up by 42.4%, due to the incorporation of 17 Webjet aircraft under operational leasing contracts into GOL's result (one 737-300 was returned in the quarter) and the 23.0% average period depreciation of the real against the dollar. The Company closed the quarter with 99 aircraft under operational leasing, versus 80 at the end of 2Q11.

Sales and marketing expenses per ASK totaled 0.76 cents (R$), 3.3% down on 2Q11. In nominal terms, however, they moved up by 6.4%, chiefly due to the period upturn in sales volume.

Landing costs per ASK stood at 1.08 cents (R$), 26.8% up over 2Q11, primarily due to: (i) the negative impact of the new navigation fee calculation methodology introduced by Infraero at the end of 2011; (ii) the 3.0% reduction in the average stage length, pressuring the cost per ASK of this expense; (iii) the 14.6% increase in the number of departures; and (iv) the 23.0% average depreciation of the real against the dollar, which had an adverse impact on the Company's international operations.

Aircraft and traffic servicing expenses per ASK increased by 2.0% over 2Q11 to 1.05 cents (R$), due to: (i) the 3.0% reduction in the average stage length, pressuring the cost per ASK of this expense; (ii) the 14.6% upturn in the number of arrivals and departures – operational volume impacts expenses from handling, collection and forwarding, among others; and (iii) the 23.0% average depreciation of the real against the dollar, which had an adverse impact on the Company's international operations.

Maintenance, materials and repairs per ASK came to 0.85 cents (R$), 7.3% up year-on-year, chiefly due to: (i) the 23.0% average depreciation of the Real against the Dollar, given that most maintenance expenses are dollar-pegged; and (ii) the increased number of engine removals (14 in 2Q12, versus 8 in 2Q11). Maintenance expenses were partially offset by progress in relation to the engine maintenance agreement entered into with Delta Techops.

Depreciation and amortization per ASK increased by 32.5% over 2Q11 to 1.06 cents (R$), due to: (i) the higher number of aircraft under financial leasing (45 in 1Q12, versus 41 in 2Q11); (ii) the addition of six Boeing 737-300s from Webjet owned by the Company; and (iii) the upturn in the depreciation of estimated aircraft reconfiguration costs which will be incurred when the aircraft are returned, and costs from improvements related to major engine maintenance established in the contracts.

Other operating expenses per ASK fell by 22.4% year-on-year, reaching 0.85 cents (R$), versus 1.10 cents (R$) in 2Q11, due to non-recurring expenses of approximately R$40 million in 2Q11. Excluding these non-recurring items, other operating expenses per ASK moved up by around 25%, due to: (i) the 14.6% increase in arrivals and departures, which impacted the variable expenses making up this line (crew travel, accommodation, daily expenses and others); and (ii) the 23.0% average depreciation of the real against the dollar, which had an adverse impact on the Company's international operations.

OPERATING RESULT

The 2Q12 consolidated operating result (EBIT) was a negative R$354.6mn, with a negative operating margin of 19.4%, versus the negative R$270.8mn and negative margin of 17.3% recorded in 2Q11. This result was mainly due to the 23.0% average depreciation of the real against the dollar (which had a negative impact on the Company's dollar-pegged costs), the period increase (higher than expected) in fuel expenses and the increase in landing fees in the country's main airports.

In 2Q12, the Company registered its highest ever per-liter jet fuel price (fuel expenses/fuel consumption) of R$2.28. The effect of the depreciation of the real against dollar in the consolidated operating result and **the impact of the fuel increase was approximately R$325.0mn.** In response to this scenario, in 2Q12 GOL rationalized its route network and workforce in order to bring them into line with the industry's new growth situation. These measures will guarantee GOL's sustainability in the short and medium term and ensure the resumption of positive operating margins despite the challenging scenario.

Net Revenue	**1,830.7**	1,566.3	16.9%	3,996.7	3,462.1	15.4%
Operating Costs and Expenses	**(2,185.3)**	(1,837.2)	19.0%	(4,344.1)	(3,597.6)	20.7%
EBIT	**(354.6)**	(270.8)	31.0%	(347.4)	(135.5)	156.3%
EBIT Margin	***-19.4%***	*-17.3%*	*-2.1pp*	*-8.7%*	*-3.9%*	*+1.2pp*
Depreciation and Amortization	**(132.1)**	(90.7)	45.7%	(251.0)	(180.8)	38.8%
EBITDA	**(222.6)**	(180.1)	23.6%	(96.3)	45.3	nm
EBITDA Margin	***-12.2%***	*-11.5%*	*-0.7pp*	*-2.4%*	*1.3%*	*nm*

Aircraft Rent	***(160.2)***	*(112.5)*	42.4%	*(302)*	*(241)*	25.4%
EBITDAR	**(62.4)**	(67.6)	-7.7%	205.5	286.0	-28.1%
EBITDAR Margin	***-3.4%***	*-4.3%*	*+0.9pp*	*5.1%*	*8.3%*	*-0.4pp*

**2Q11 and 1H11 figures do not include Webjet.*

In the first half of 2012, GOL managed to increase its total net revenue per available seat kilometer (RASK) by 2.5% year-on-year, while maintaining CASK ex-fuel at 9.3 cents (R$), despite the more challenging scenario caused by: (i) an economic slowdown; (ii) the reduced dilution of operating costs due to flight rationalization; (iii) the 14.4% average depreciation of the real against the dollar, which impacted the Company's dollar-denominated costs (around 55% of total costs), includingfuel, aircraft leasing, maintenance and fleet insurance; and (iv) higher landing fees in Brazil.

In order to increase efficiency, ensure that costs are compatible with its new capacity and improve route network profitability, GOL discontinued around 130 flights and 1,500 jobs. It also centralized its operations in the country's highest-traffic regions (South and Southeast). **As a result, GOL and Webjet closed 2Q12 with around 126 employees per aircraft, versus 141 in 2Q11 (pro-forma figure considering Webjet in 2Q11).**

These adjustments, especially those in the first half of 2012, should ensure CASK ex-fuel of between 9.0 and 9.6 cents (R$) this year, compatible with GOL's business model despite the challenging macroeconomic scenario.

HEDGE RESULT

The Company uses hedge accounting for its derivative instruments accounting**. In 2Q12, the Company recognized an accounting net loss of R$24.8 million in hedge operations.**

Subtotal – Designed for Hedge Accounting	(51)	-	(1,2)	(52,2)
Subtotal – Non-designed for Hedge Accounting	-	27,4	-	27,4
Total	**(51)**	**27,4**	**(1,2)**	**(24,8)**
OCI (gross value)	-	27,4	-	27,4

**OCI (Other Comprehensive Income) or Statement of Comprehensive Income is a transitional account where positive and negative fair value adjustments of future operations are booked. The purpose is to state income as close to the Company's reality as possible. As the results from operations occur in their respective accrual periods, they are incorporated into the Company's income. GOL records the fair value of hedges due in future periods.*

Among which, **R$6.8 million were recognized in the operating result and R$17.9 million** in the financial result (more information on the financial result section).

Financial Result	(44,1)	27,4	(1,2)	(17,9)
Operational Result	(6,8)			(6,8)
Total	**(51)**	**27,4**	**(1,2)**	**(24,8)**

Fuel: fuel consumption hedge transactions, which are effected through derivative contracts related to crude oil and its by-products (WTI, Brent and Heating Oil), generated losses of R$51mn in the quarter. Of this total, losses of R$10mn from contracts maturing in 2Q12 and losses of R$41mn from contracts maturing in the future.

Foreign Exchange: foreign exchange hedge transactions designed to protect the Company's cash flow generated gains of R$27.4mn, which were booked under the financial result.

Interest: swap transactions to protect cash flow from aircraft leasing against an increase in interest rates generated a net expense of R$1.2mn, which was booked under the financial result.

The table below shows the nominal value of derivatives contracted as a hedge against future expenses, the derivatives' average contracted rate and the percentages of hedged fuel exposure on an accrual basis on June 30, 2012:

FUEL					
National Volume in Barrels ('000)	1,302	422	202	139	1,794
*Price per Barrel (US$)**	113.78	110.06	113.43	112.13	104.48
Percentage of Protected Exposition	31%	10%	5%	3%	6%
Mark-to-Market Value R$MM	**299.4**	**93.9**	**46.3**	**31.5**	**378.9**
FOREIGN EXCHANGE					
National Volume in Barrels ('000)	126.5	-	-	-	-
*Price per Barrel (US$)**	2.08	-	-	-	-
Percentage of Protected Exposition	20%	-	-	-	-
Mark-to-Market Value R$MM	**262.6**	**-**	**-**	**-**	**-**

** Weighted average of derivative strike prices.*

*** On 6/30/2012, the exchange rate was R$2.0213 / US$1.00.*

All the financial instruments used for hedging purposes in this quarter consisted of Brent call options, Brent swaps, Libor interest rate swaps, and dollar futures and options traded on the stock exchange. GOL focuses on a simplified derivative structure, aiming to reduce its operating risks and ensure as much compliance as possible with the targets established in its annual budget.

NET FINANCIAL RESULT

The 2Q12 consolidated net financial result was an expense of R$450.3mn, 417.5% higher than the net expense of R$87.0mn recorded in 2Q11**.**

Interest expenses	**(109.5)**	(86.7)	26.3%	(222.3)	(176.2)	27.2%
Financial leasing	***(26.9)***	*(20.0)*	*34.5%*	*(50.5)*	*(41.6)*	*23.8%*
Interest expenses	***(82.6)***	*(66.7)*	*23.8%*			