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Gol Intelligent Airlines Inc.
Form 6-K
November 10, 2009

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 November, 2009 (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 Registrant'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 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 If "Yes" is marked, indicated below the file number assigned to the registrant
in connection with Rule 12g3-2(b):

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Earnings Results Webcast Tuesday November 10, 2009 English 9:00 a.m. (US EST) 12:00 p.m. (Brasília) Phone: (1
800) 860-2442 (US only) (1 412) 858-4600 (Other Countries) Code: GOL Replay: (1 877)344-7529 (US only) (1
412) 317-0088 (Other countries) Code: 435234# Live Webcast: www.voegol.com.br/ir Portuguese 10:30 a.m. (US
EST) 1:30 p.m. (Brasília) Phone: +55 (11) 2188-0188 Replay: +55 (11) 2188-0188 Code: GOL Live Webcast:
www.voegol.com.br/ri GOL Announces Net Income of R\$77.9mm in 3Q09 Operating income totals R\$99.1mm,
with a margin of 6.6% São Paulo, November 9, 2009 GOL Linhas Aéreas Inteligentes S.A. (Bovespa: GOLL4
and NYSE: GOL), the largest low-cost and low-fare airline in Latin America, announces today its results for
the third quarter of 2009 (3Q09). The following financial and operating information, unless otherwise
indicated, is presented in accordance with International Financial Reporting Standards (IFRS) and in Brazilian
Reais (R\$), and all comparisons are with the third quarter of 2008 (3Q08) and second quarter of 2009
(2Q09). The definitions of financial and airline industry terms used in this release are available in the glossary
section at the end of this document. Operating and Financial Highlights GOL posted a 3Q09 net income of
R\$77.9mm, with a net margin of 5.2%, versus a net loss of R\$510.7mm in 3Q08 and net income of R\$353.7mm in
2Q09. Reflecting the optimization of its cost structure and the focus on more profitable markets, GOL's 3Q09
operating result (EBIT) was positive for the fifth consecutive quarter, totaling R\$99.1mm, with an operating
margin of 6.6%, compared to R\$103.6mm and a margin of 5.8% in 3Q08 and R\$89.9mm and a margin of 6.5% in
2Q09. The EBITDAR margin stood at 20.0% (R\$298.7mm), versus 14.2% in 3Q08 (R\$253.7mm) and 18.6%
(R\$258.8mm) in 2Q09. Operating costs and expenses totaled R\$1,397.5mm in 3Q09, 17.0% down

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year-over-year, due to: (i) operating synergies, thanks to the merger of GOL and VRG's operations as of 4Q08, especially in the sales & advertising and maintenance, materials & repairs lines; (ii) the reduction in the average jet fuel price; and (iii) lower sales and advertising expenses. In comparison with 2Q09, there was an increase of 7.2% principally due to increases jet fuel prices and increase in operating capacity. On August 25, GOL announced a global share offering designed to strengthen its financial position and reposition it among the most competitive airlines in the world, with a cash position of more than 20% of net revenue. The offering was successfully concluded on October 19, having raised R\$627.1mm from the issue of 38.0mm shares (50% common and 50% preferred) at R\$16.50 per share. In addition, a further 5.2mm preferred shares were sold at the same price through an over-allotment option (green shoe). As a result, GOL's free float increased from 44.5% of preferred stock to 70.5% and from 22.2% of total capital to 35.3%.

Highlights(R\$MM) 3Q09 3Q08

Chg.% 2Q09	Chg.%	Net Revenue	1,496.6	1,788.3	-16.3%	1,394.0	7.4%
		Operating Expenses	(1,397.5)	(1,684.7)			
		-17.0%	(1,304.1)	7.2%	Operating Income (EBIT)	99.1	103.6
						-4.3%	89.9
							10.2%
							Operating Margin
							6.6%
							5.8%
							+0.8 pp
							6.5%
							+0.2 pp
							EBITDAR
							298.7
							253.7
							17.7%
							258.8
							15.4%
							EBITDAR Margin
							20.0%
							14.2%
							+5.8 pp
							18.6%
							+1.4 pp
							Net Income
							77.9
							(510.7)
							nm
							353.7
							-78.0%

2 As of July 31, VoeFácil, GOL's air transport popularization program which allows passengers to acquire their tickets in up to 36 installments, became available in travel agencies. With an approximate 40% share of the Company's e-commerce sales, the new distribution channel will increase the importance of the program, which is one of GOL's main strategic pillars for boosting demand for air transport among Brazil's new middle CLASS. In 3Q09, GOL received IOSA certification (IATA Operational Safety Audit) from the IATA (International Air Transport Association), recognized as the global benchmark for assessing airlines operational safety management and controls. As a result, the Company has simplified its safety audit procedures, previously subdivided into separate stages, eliminating overlap and reducing maintenance costs. The certification also increases the potential for a series of commercial opportunities, such as the negotiation of code-share agreements with foreign airlines who recognize it as an attestation of operational safety. Up to November 2009, GOL had signed 4 code-share agreements, which involve the sharing of flights and the gradual integration of SMILES with the mileage programs of the world's leading long-haul airlines: I. American Airlines, one of the world's biggest airlines and the leader on routes between Brazil and the United States with a 36.1% market share, having carried 471,000 passengers in 2008 (considering only flights originating in Brazil), according to ANAC's 2008 annual statistical survey; II. AirFrance/KLM, the leader on flights between Brazil and France and Brazil and the Netherlands, with 61.2% and 100% of passengers, respectively on these routes, totaling 449,000 in 2008; III. Iberia, the leader on routes between Brazil and Spain, with a 69.4% share and 241,800 passengers carried; and IV. AeroMexico, the Mexican market leader, with 85.0% of the more than 68,000 passengers who traveled to Brazil on this route in 2008. All in all, these companies carried more than 1.2 million passengers in 2008 from Brazil to foreign countries, or 18.6% of the total on international flights to Brazil. They were also responsible for 30% and 37.5%, respectively, of passengers to Europe and North America. Also according to ANAC, in 2008 foreign airlines carried 4.3mm passengers on flights from Brazil to foreign countries, representing 66.4% of the international total. Thanks to the code-share agreements, GOL will

benefit from the development of international long-haul traffic without having to compete in a market that is dominated by global players and which is likely to become even more competitive. As part of its strategy of gradually introducing new domestic and international routes, based on operational profitability per route and aircraft, as of October, GOL has begun offering regular flights between Brazil and Caribbean, departing from Brasília (BSB) to Aruba (AUA) and Curacao (CUR), besides the regular flights between São Paulo (GRU), Caracas (CCS) and

3 Aruba (AUA). The latter flights are operated by VARIG brand, which includes the Comfort CLASS with high-standard services. At the beginning of June, the Company became the first airline in Brazil to introduce Buy on Board, once again underlining its pioneering vocation. Without detriment to the standard on-board service offered by GOL since its inception, passengers were able to purchase a wide range of quality products from a menu, including gourmet sandwiches, soft drinks, beer, wine, coffee, hot chocolate and others items. During the pilot phase of the service, between June and September, surveys registered high levels of acceptance and approval. Thanks to the success of the initiative, in October it was expanded from 14 to 37 domestic flights between Belém, Brasília, Fortaleza, Foz do Iguaçu, Natal, Porto Alegre, Recife, Rio de Janeiro (Galeão/Antonio Carlos Jobim Airport), Salvador and São Paulo (Guarulhos International Airport). Also in October, GOL became the first airline in Latin America to issue UATPs (Universal Air Travel Plans). This is a new means of payment designed to cut sales costs by reducing or eliminating credit card operating charges for airlines. UATPs are accepted by more than 250 associated airlines, representing more than 95% of worldwide seat supply. The new means of payment also benefits travel agencies due to lower fees from credit card sales and the generation of detailed reports, which permit a series of reconciliations that both speed up and improve their managerial and administrative procedures. With the advent of Buy On Board sales, GOL is now offering passengers a more comprehensive on-board service while generating ancillary revenue, without detriment to the existing service and without burdening the Company's cost structure.

4 Management Comments The third quarter of 2009 was marked by the announcement of the Company's global share offering, which was successfully concluded in October, underlining the capital market's confidence in GOL's business plan. Thanks to the success of the offering and Company's new cash position of more than 20% of net revenue, GOL was once again equipped with the full set of competitive advantages that have made it one of the

best positioned airlines in terms of generating profitability. In fact, GOL is uniquely positioned in one of the best markets in the world for the rapid development of air transport, combining two vitally important factors: one of the lowest per capita flight rates on the planet and the accelerated growth of the middle CLASS, which now comprises more than 90mm people, according to the Getúlio Vargas Foundation. In addition, Brazil will be hosting the World Cup in 2014 and the Olympic Games in 2016, which will certainly fuel investments in the country's airport infrastructure. GOL is ideally positioned in this market, with the highest number of flights between the leading domestic airports, as well as a modern standardized fleet of latest generation Boeing 737s. SMILES, the largest loyalty program in Latin America with more than 6.4mm clients, and the VoeFácil card, which allows passengers to purchase their tickets in up to 36 installments and is now accepted by travel agents, are tools that are not only ideally suited for the corporate segment, but also encourage demand for air transport by facilitating payment by middle-income earners at prices that are competitive with those of interstate buses, but with substantially more added quality in terms of travel time and passenger comfort. The Company's other advantages include one of the lowest operational cost structures in the world, the flexibility and speed provided by the largest e-commerce platform in Latin America in terms of net revenue, which, in addition to airfares, also offers a wide range of ancillary products, including insurance, car rentals and cargo transport. GOL's challenge is to continue providing high-quality and safe air transport, with a focus on client satisfaction, punctuality and operational regularity. Such aims can only be achieved by a dedicated and motivated team that is determined to make GOL the leader in consumer preference and profitability, without necessarily having the highest market share. GOL is uniquely positioned in one of best markets in the world for the rapid development of air transport, combining two vitally important factors: one of the lowest per capita flight rates on the planet and the accelerated growth of the middle CLASS.

5 Operating Performance Domestic Market 3Q09 3Q08 Chg.% 9M09 9M08 Chg.% ASK - GOL (billion) 9.0 8.0 12.6% 25.4 24.5 3.9% ASK - Others (billion) 12.5 10.2 22.9% 35.9 29.8 20.4% ASK - Industry (billion) 21.5 18.2 18.4% 61.3 54.3 13.0% RPK - GOL (billion) 6.1 4.6 31.3% 16.3 15.4 6.1% RPK - Others (billion) 8.4 6.9 22.0% 23.3 20.5 13.8% RPK - Industry (billion) 14.5 11.5 25.7% 39.6 35.9 10.5% Load Factor - GOL (%) 67.6% 58.0% +9.6pp 64.2% 62.9% +1.3pp Load factor - Others (%) 67.2% 67.7% -0.5pp 64.9% 68.7% -3.8pp Load factor - Industry (%) 67.4% 63.4% +3.9pp 64.6% 66.1% -1.5pp International Market 3Q09 3Q08 Chg.% 9M09 9M08 Chg.% ASK - GOL (billion) 1.2 1.9 -36.7% 4.0 7.2 -44.5% ASK - National others (billion) 6.3 5.2 21.4% 18.7 15.6 20.2% ASK - Industry (billion) 7.5 7.1 5.8% 22.7 22.8 -0.3% RPK - GOL (billion) 0.6 1.3 -52.7% 2.0 4.3 -53.2% RPK - National others (billion) 4.7 4.2 13.2% 13.4 11.9 13.0% RPK - Industry (billion) 5.4 5.5 -2.5% 15.4 16.2 -4.6% Load Factor - GOL (%) 51.1% 68.3% -17.2pp 50.5% 59.9% -9.4pp Load factor - National others (%) 74.7% 80.1% -5.4pp 71.8% 76.3% -4.5pp Load factor - Industry (%) 70.9% 77.0% -6.1pp 68.0% 71.1% -3.1pp Domestic Market: Demand In the third quarter and first nine months of 2009, domestic flight demand in Brazil, measured by revenue passenger kilometers (domestic RPK) increased by 25.7% and 10.5%, respectively, over 3Q08 and 9M08. In the same periods, demand in GOL's network increased by 31.3% and 6.1%, respectively. The fact that GOL outperformed the market as a whole was chiefly due to: (i) better positioning in the domestic market; (ii) dynamic yield management, allowing the Company to sell seats in such a way as to attend the larger client portfolio while

at the same time managing operating profitability; (iii) high operational quality, thanks to a modern, standardized fleet of Boeing 737 NGs and excellent punctuality and regularity indicators; and (iv) a focus on results, concentrating on routes with a population density that is compatible with its fleet characteristics and returns on capital invested. Domestic demand recovered during the July vacation season and even during August's low season. In September, demand received additional momentum from the fiercely competitive environment, characterized by successive fare cuts which lasted until mid-October. Although retail segment competitiveness fell off substantially as of the latter month, it remained a major factor in the corporate and travel agency segments. The Company improved its competitive position without having to reduce prices to gain market share, thanks to the merger of GOL and VRG's operations as of 4Q08, which resulted in a low and flexible operating cost structure and provided

6 passengers with excellent cost-benefit conditions, one example of which being the return of the SMILES mileage program. In order to illustrate the GOL effect in the corporate market, it is worth noting that, according to TMC Brasil, the business travel operators' association, the Company's share of sales through the latter's affiliates increased by 6.1 p.p. between 1H08 and 1H09, from 34.5% to 40.7%. Domestic Market: Yields Yields are expected to initiate a gradual recovery over the third quarter in the final three months, especially in November and December, given that demand is continuing to grow in a second half where the outlook is distinctly more optimistic than in the first. Domestic Market: Supply and Load Factor Domestic-market seat supply, measured by available seat kilometers (domestic ASK) increased by 18.4% year-over-year in 3Q09 and 13.0% in the first nine months, giving respective average load factors of 67.4% and 64.6%. The table on the previous page shows that GOL added less capacity than the other market players, both in 3Q09, when it recorded a year-on-year upturn of 12.6%, and in 9M09, when capacity moved up by 3.9%, with respective load factors of 67.6% and 64.2%. GOL continues working on the capacity front in order to maximize operating results, managing yields and operating with lower fleet utilization rates than its historical average, even though it has the lowest costs in the market. International Market On the international market, ASK moved up by 5.8% year-over-year in the third quarter, but dipped by 0.3% in the first nine months, while demand fell by 2.5% and 4.6%, respectively, in the same periods. GOL was one of those airlines chiefly responsible for the reduction in international capacity, especially in year-to-date terms, due to its decision to discontinue intercontinental routes. Demand remained modest, especially in regard to South American traffic decrease due to the H1N1 flu outbreak, particularly on the Chilean and Argentinean routes. Given the change in profile of GOL's international routes, together with the impact of H1N1 flu and the unfavorable economic scenario throughout most of the first half, the Company's 3Q09 load factor fell by 17.2 p.p. over 3Q08 (from 68.3% to 51.1%), while the 9M09 figure recorded a decline 9.4 p.p. over 9M08 (from 59.9% to 50.5%). GOL's rapid market share growth in the corporate segment is being fueled by the highest flight frequency between Brazil's leading airports and SMILES, the largest mileage program in Latin America.

7 GOL's Operating Data 3Q09 3Q08 Chg.% 2Q09 Chg.% Revenue Passengers (000) 7,394 6,025 22.7%
6,465 14.4% Revenue Passengers Kilometers (RPK) (mm) 6,706 5,944 12.8% 5,795 15.7% Available Seat
Kilometers (ASK) (mm) 10,213 9,912 3.0% 9,635 6.0% Load Factor 65.7% 60.0% +5.7 pp 60.1% +5.5 pp
Break-Even Load Factor (BELF) 61.3% 56.5% +4.8 pp 56.3% +5.1 pp Aircraft Utilization (Block Hours/Day)
12.1 12.8 -5.5% 11.3 6.7% Average Fare (R\$) 175.7 275 -36.1% 199 -11.5% Yield per
Passenger Kilometer (R\$ cents)* 18.92 27.09 -30.2% 21.51 -12.1% Passenger Revenue per ASK (R\$ cents)
12.42 16.25 -23.6% 12.94 -4.0% Operating Revenue per ASK (RASK) (R\$ cents) 14.65 18.04 -18.8%
14.47 1.3% Operating Cost per ASK (CASK) (R\$ cents) 13.68 17.00 -19.5% 13.53 1.1% Operating
Cost, excluding fuel, per ASK (R\$ cents) 8.93 9.45 -5.4% 9.07 -1.6% Departures 69,163 67,047
3.2% 67,028 3.2% Average Stage Length (km) 896 906 -1.1% 874 2.5% Average Number of
Operating Aircraft 109.3 103.4 5.7% 108.2 1.0% Fuel consumption (mm liters) 330 329
0.6% 308 7.2% Full-time equivalent employees at period end 17,678 15,963 10.7% 17,195 2.8%
Average Exchange Rate (1) 1.87 1.67 11.9% 2.08 -10.0% End of period Exchange Rate (1) 1.78
1.91 -6.9% 1.95 -8.9% Inflation (IGP-M) (2) -0.4% 1.5% -1.9 pp -0.3% -0.1 pp Inflation (IPCA) (3) 0.6%
0.8% -0.2 pp 1.3% -0.7 pp WTI (avg. per barrel, US\$) (4) 68.14 118.23 -42.4% 59.69 14.2% Gulf Coast Jet
Fuel Cost (average per liter, US\$) (4) 0.47 0.92 -48.8% 0.41 14.2% Sources: (1)Brazilian Central Bank
(2)FGV (3)IBGE (4)Bloomberg Net Revenue Net revenue totaled R\$1,496.6mm in 3Q09, 16.3% down on the
R\$1,788.3mm recorded in 3Q08 and 7.4% up on the R\$1,394.0mm reported in 2Q09, as shown below: Net
Revenue Breakdown (R\$MM) 3Q09 3Q08 Chg.% 2Q09 Chg.% Net Revenue 1,496.6 1,788.3 -16.3% 1,394.0 7.4%

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Passenger 1,268.5 1,610.3 -21.2% 1,246.5 1.8% Ancillary 228.1 178.0 28.1% 147.6 54.6% Passenger revenue fell by 21.2%, from R\$1,610.3mm, in 3Q08, to R\$1,268.5mm, but edged up by 1.8% over the R\$1,246.5mm registered in the previous quarter. The year-over-year reduction was primarily due to the more competitive price scenario, especially in the second half of 3Q09, which reduced the average yield by 30.2%, although this was partially offset by higher demand and the upturn in the load factor. In comparison with the previous quarter, the upturn in demand and its impact on the load factor more than offset the effects of the price scenario, leading to the 1.8% revenue improvement. Ancillary revenue (cargo, charter and other incidental services) increased by 28.1% year-over-year, accounting for 15.2% of total net revenue, due to the following factors: (i) the booking of revenue from the launch of the co-branded

8 SMILES card in association with Bradesco and Banco do Brasil the partnership envisaged the payment of around R\$50 million from other services not related to the advanced sale of miles, such as rental from the bank's access to and use of the SMILES database and a share of card revenue; (ii) higher cargo revenue; and (iii) an increase in chartering services for tourism companies. For the same reasons, ancillary revenue jumped by 54.6% over the R\$147.6mm recorded in 2Q09. As a result of all these factors, third-quarter RASK (revenue per available seat kilometer) fell by 18.8% year-over-year, from 18.04 cents (R\$), in 3Q08, to 14.65 cents (R\$). In comparison with the 14.47 cents (R\$) recorded in 2Q09, RASK increased by 1.3%. Operating Costs and Expenses Operating Expenses (R\$ MM) 3Q09 3Q08 Chg.% 2Q09 Chg.% Aircraft fuel (485.4) (748.5) -35.2% (429.8) 12.9% Salaries, wages and benefits (278.0) (246.6) 12.8% (276.7) 0.5% Aircraft rent (152.3) (124.3) 22.6% (136.4) 11.7% Aircraft Insurance (13.3) (11.0) 20.6% (13.0) 2.1% Sales and Marketing (101.8) (193.9) -47.5% (86.6) 17.6% Landing Fees (77.6) (86.1) -9.9% (79.8) -2.7% Aircraft and Traffic Servicing (100.7) (90.8) 10.9% (91.3) 10.2% Maintenance, Materials and Repairs (69.5) (90.3) -23.0% (75.8) -8.3% Depreciation and Goodwill Amortization (47.2) (25.9) 82.6% (32.5) 45.5% Other Operating Expenses (71.7) (67.3) 6.4% (82.2) -12.8% Total Operating Expenses (1,397.5) (1,684.7) -17.0% (1,304.1) 7.2% Total Op. Expenses Ex. Fuel Expenses (912.1) (936.2) -2.6% (874.3) 4.3% Operating costs and expenses totaled R\$1,397.5mm in 3Q09, 17.0% down on 3Q08 and 7.2% up on 2Q09, due to the operational synergies from the merger of GOL and VRG's operations and the more favorable scenario for those variables outside the Company's control (exchange rate and jet fuel). Operating Expenses per ASK 3Q09 3Q08 Chg.% 2Q09 Chg.% Aircraft fuel (4.75) (7.55) -37.1% (4.46) 6.5% Salaries, wages and benefits (2.72) (2.49) 9.4% (2.87) -5.2% Aircraft rent (1.49) (1.25) 19.0% (1.42) 5.4% Aircraft Insurance (0.13) (0.11) 17.0% (0.14) -3.7% Sales and Marketing (1.00) (1.96) -49.0% (0.90) 11.0% Landing Fees (0.76) (0.87) -12.5% (0.83) -8.2% Aircraft and Traffic Servicing (0.99) (0.92) 7.6% (0.95) 4.0% Maintenance, Materials and Repairs (0.68) (0.91) -25.3% (0.79) -13.5% Depreciation and Goodwill Amortization (0.46) (0.26) 77.2% (0.34) 37.3% Other Operating Expenses (0.70) (0.68) 3.2% (0.85) -17.7% CASK (13.68) (17.00) -19.5% (13.53) 1.1% CASK Excluding Fuel Expenses (8.93) (9.45) -5.4% (9.07) -1.6% *CASK = operating costs and expenses and divided by ASK, expressed in cents (R\$). Operating costs per available seat-kilometer (CASK) amounted to 13.68 cents (R\$) in the quarter, a 19.5% reduction over the 17.00 cents (R\$) recorded in 3Q08. Besides the above mentioned factors, the fact that this reduction was higher than the decline in total costs was due to the 3% period upturn in the GOL's operating costs benefited from the synergies generated by the merger of GOL's and VRG's operations in 4Q08 and the more stable economic scenario. CASK Breakdown 44.4% 33.0% 34.7% 14.6% 21.2% 19.9% 7.4% 10.5% 10.9% 33.6% 35.4% 34.5% 3Q08 2Q09 3Q09 Other Leasing Personnel Fuel

9 number of seat-kilometers flown. In comparison with 2Q09, this increase came to 1.1%, helping to dilute costs. Excluding fuel expenses (CASK ex-fuel), CASK totaled 8.93 cents (R\$), 5.4% down on the 9.45 cents (R\$) recorded in 3Q08 and 1.6% down on 2Q09. Aircraft fuel costs totaled R\$485.4mm in the quarter, 35.2% down on 3Q08, due to: (i) the 42.4% period reduction in average WTI oil prices; (ii) the 48.8% decline in Gulf Coast jet fuel prices; and (iii) gains in operating efficiency from the utilization of a fleet almost entirely made up of B737-800 and 700 NGs. This effect was partially offset by the 11.9% average valuation of the Real against the U.S.

Dollar in the same period and the planned reduction in aircraft utilization. In comparison between 3Q09 with 2Q09, there was an increase of 12.9% due to the period upturn in the WTI oil and Gulf Coast jet fuel prices, both of which increased by 14.2%, and the 5.4% rise in the Company's operating capacity, partially offset by the 10.0% reduction in the average exchange rate. In per-ASK terms, this item moved up by 6.5% over 3Q08, reflecting the 2.5% growth in the average stage length and the 12.1 block hours/day increase in aircraft utilization in the 3Q09 over the 11.3 block hours/days recorded in the 2Q09. Salaries, wages and benefits increased by 12.8%, from R\$246.6mm in 3Q08 to R\$278.0mm in 3Q09, due to the following factors: (i) provisions for profit sharing of R\$15mm, based on the first semester net income and the tendency for 2009 as a whole; (ii) the 8% pay rise approved in December 2008; and (iii) the 10.7% increase in the workforce due to the internalization and expansion of the call center in order to improve customer service quality and increase telesales. In comparison with 2Q09, salaries, wages and benefits increased by 0.5% due to increase in the workforce, rise in the number of departures and growth in the average stage length, partially offset by R\$35mm allocated to provisions for profit sharing in 2Q09. In per ASK terms, these expenses climbed by 9.4% over 3Q08, due to the reduction in aircraft utilization, and fell by 5.2% over 2Q09 due to the increase in aircraft utilization and in the average stage length. Aircraft leasing costs totaled R\$152.3mm, 22.6% up on 3Q08, due to the period increase in the number of aircraft from 117 in 3Q08 to 124 in 3Q09 and the 11.9% upturn in the average exchange rate, partially offset by lower interest rates and the reduction in the number of B767-300 aircraft from 7 to 6. In comparison with the previous three months, these costs moved up by 11.7%, due to 2Q09 negotiations with lessors which led to a redistribution of contractual amounts to be paid in the quarter, partially offset by the 10.0% period reduction in the average exchange rate. In per-ASK terms, the increase in the average number of operational aircraft from 103.4 in 3Q08 to 109.3 in 3Q09, which pushed up capacity by 3.0%, plus the decline in aircraft utilization from 12.8 to 12.1 block hours/day, reduced the upturn in leasing costs to 19.0%. Compared to 2Q09, aircraft leasing increased by 5.4%, a lower growth pace compared to absolute figures, due to the increase in aircraft utilization rate from 11.3 block hours/day to 12.1 block hours/day.

10 Aircraft insurance moved up by 20.6%, from R\$11.0mm in 3Q08 to R\$13.3mm in 3Q09 due to the increase in the

average exchange rate and the expansion of the total fleet. In comparison with 2Q09, the upturn came to 2.1%, caused by the increase in the operational fleet. In per-ASK terms, these costs moved up by 17.0% year-over-year, due to the reduction in the average aircraft utilization rate, and fell by 3.7% over 2Q09 due to the same factors mentioned above. Sales and marketing expenses decreased by 47.5%, from R\$193.9mm in 3Q08 to R\$101.8mm in 3Q09, reflecting gains in operational synergies from the companies integrated as of 4Q08, which led to a reduction in marketing expenses and the effective integration of reservation systems as of January 2009. The integration provided customers with a faster, more efficient ticket purchase process and reduced sales expenses. In relation to 2Q09, there was an increase of 17.6%, due to the upturn in marketing expenses during the winter vacation season and, especially, in September, when domestic market flight competition was at its height. In per-ASK terms, these expenses fell by 49.0% over 3Q08 and climbed by 11.0% over 2Q09. Landing fees totaled R\$77.6mm in 3Q09, 9.9% lower than the R\$86.1mm recorded in 3Q08, reflecting the consolidation of GOL and VRG's route networks, eliminating overlap and optimizing market seat supply. In comparison with 2Q09, the reduction was only 2.7%, due to the impact of the exchange variation on airport fees outside Brazil. In per-ASK terms, landing fees fell by 12.5% year-over-year and 8.2% quarter-over-quarter. Aircraft and traffic servicing expenses totaled R\$100.7mm, 10.9% more than in 3Q08, due to an increase in handling services and catering costs caused by the increased number of arrivals and departures. For the same reasons, these expenses moved up to 10.2% in relation to 2Q09. In per-ASK terms, these costs increased by 7.6% over 3Q08 and 4.0% over 2Q09. Maintenance, materials and repairs totaled R\$69.5mm, 23.0% down on the R\$90.3mm recorded in 3Q08 due to reduced maintenance and the renovation and unification of the fleet, with the replacement of 737-300s and 767-300s by 737-800s and 737-700s. In relation to 2Q09, there was a reduction of 8.3% in maintenance, chiefly due to the positive impact of the appreciation of the Real on services contracted in foreign currency. In per-ASK terms, these expenses fell by 25.3% and 13.5% over 3Q08 and 2Q09 respectively. Depreciation expenses increased 82.6%, from R\$25.9 million in 3Q08 to R\$47.2 million in 3Q09. Compared to R\$32.5 recorded in 2Q09, there was an increase of 45.5%. In both cases this increase refers to the revision of the depreciation calculating concept in 2Q09, which changed the criteria of working life of the aircraft under financial leasing from 20 to 25 years. The concept used to calculate depreciation in 2Q09, considered the depreciation of the aircraft since its record as fixed assets. As of 3Q09, the concept began to use the residual balance of 2Q09 as a basis of calculation, resulting in a negative adjustment of approximately R\$6.0 million. In comparison with 3Q08, besides the above mentioned factors, there was an increase in the number of aircraft recorded as finance leases from 23 in 3Q08 to 28 in 3Q09. In per-ASK terms, the increase was 77.2% and 37.3% compared to 3Q08 and 2Q09, respectively.

11 Other operating expenses (mainly comprising accommodation, crew travel and accommodation, direct passenger expenses, equipment leasing and general and administrative expenses) totaled R\$71.7mm in 3Q09, 6.4% up on 3Q08, due to higher crew accommodation and direct passenger service expenses, in turn caused by the upturn in operational volume. In relation to 2Q09, these expenses fell by 12.8% due to lower general and administrative expenses in a quarter when there was less expenditure on providers of related services, and a reduction in expenses from direct passenger services, due to the Company's improved operating quality. Operating Result*

Operating Results (R\$MM)	3Q09	3Q08	Chg.%	2Q09	Chg.%
EBIT	99.1	103.6	-4.3%	89.9	
Margin	6.6%	5.8%	+0.8 pp	6.5%	+0.2 pp
per ASK	0.97	1.04	-7.1%	0.93	3.9%
EBITDA	146.3	129.4	13.1%	122.4	19.5%
Margin	9.8%	7.2%	+2.5 pp	8.8%	+1.0 pp
per ASK	1.43	1.31	9.7%	1.27	12.8%
EBITDAR	298.7	253.7	17.7%	258.8	15.4%
Margin	20.0%	14.2%	+5.8 pp	18.6%	+1.4 pp
per ASK	2.92	2.56	14.2%	2.69	8.9%

GOL's operating result was positive for the fifth consecutive quarter, consolidating its operational position as a generator of cash independently of seasonality. The 3Q09 operating margin stood at 6.6%, in line with the year-to-date average of 6.7%. In fact, the result would have been even higher but for the fiercely competitive domestic market scenario, which forced the Company to employ prices in September and October that were below those in its business plan. GOL is in favor of low fares and was the first airline to introduce this concept into Brazil. However, a low-fare policy must be based on rational strategic planning, in turn based on a low-cost structure, the generation of ancillary revenue and the penetration of new markets and/or segments that permit a consistent increase in operating margins. The Company has a firm commitment with its shareholders to gradually increase its operating margins. It therefore ensures strict alignment in terms of strategic planning between its shareholders and its entire management team by maintaining a system of bonuses that is 100% tied to improved operating results. Key executives also have a stock option plan. As a result, 3Q09 EBITDAR totaled R\$298.7mm, giving an EBITDAR margin of 20.0%, versus R\$253.7mm and 14.2%, respectively, in 3Q08. * EBITDA (earnings before interest, taxes, depreciation and amortization) and EBITDAR (earnings before interest, taxes, depreciation, amortization and rent) are non-USGAAP measures and are presented as supplemental information because we believe they are useful indicators of our operating performance for our investors. We usually present EBITDAR, in addition to EBITDA, because aircraft leasing represents a significant operating expense of our business, and we believe the impact of this expense should be considered in addition to the impact of depreciation and amortization. However, neither figure should be considered in isolation, as a substitute for net income in accordance with IFRS and BR GAAP, or as a measure of a company's profitability. In addition, our calculations may not be comparable to other similarly titled measures of other companies. The Company believes that EBITDAR, equivalent to EBITDA before expenses from aircraft leasing (denominated in dollars) is a useful indicator of airline operating performance. In the specific case of GOL and the air transport sector, a substantial amount of aircraft are leased, representing a material cost item. EBITDAR therefore indicates the capacity to cover such costs, as well as facilitating comparisons with other companies in the sector. A low fare policy must be based on rational strategic planning, in turn based on a low-cost structure, the generation of ancillary revenue and the penetration of new markets and/or segments that permit a consistent increase in operating margins.

12 Hedge Results The Company records derivative financial instruments in accordance with IAS 39 Financial Instruments: Recognition and Measurement. 2Q09 Hedge Results (R\$MM) WTI Foreign Exchange Interest Rate Total Effective (4.1) (4.8) - (8.9) Ineffective (36.4) (2.5) (0.6) (39.5) Not designated to hedge - - (2.8) (2.8) Total (40.5) (7.3) (3.4) (51.2) OCI (gross value) (1.6) 0.7 (1.9) (2.8) *OCI differs from net income and generally comprises unrealized gains or losses from a variety of sources, including unrealized pension costs and gains or losses from securities, derivatives, foreign exchange hedges and net foreign investments. On September 30, 2009, the Company recognized a net loss from hedge operations of R\$51.2mm (for more details see the Financial Result section), with a negative cash impact of R\$1.5mm in the same period. Fuel: fuel consumption hedge transactions, which are effected through crude oil (WTI) derivative contracts, represented a loss of R\$40.5 million in the quarter, since most of these contracts consist of zero cost collar operations, which were discontinued in 1Q09. Due to the early settlement of these contracts, although the cash disbursement of the hedge losses occurs during the same quarter, the result is only recognized during the contract maturity period. Of this total, a loss of R\$4.1 million was considered effective for hedge purposes and was therefore recognized under the operating result in the fuel cost line. Of the remaining R\$36.4 million CLASSified as ineffective, R\$30.1 million refers to contracts maturing in 3Q09 (accrual basis) and R\$6.3 million to contracts maturing in the future, but which were booked in advance since statistical tests had determined their ineffectiveness for hedge purposes Foreign exchange: loss of R\$7.3 million, R\$4.8 million of which considered effective and booked pro-rata in the operating expenses lines (leasings, fuel, insurance, etc) and R\$2.5 million considered ineffective and recognized as a financial expense. Interest: loss of R\$3.4 million, considered ineffective and booked as a financial expense. Hedge Operations - Mark to Market Value 4Q09 1Q10 2Q10 3Q10 Total Fuel Notional Volume in Barrels ('000) 1,007 977 616 228 2,828 Notional Volume in Liters ('000) 160,093 155,323 97,932 36,247 449,595 Price per Barrel (US\$)* 64.25 78.05 83.57 86.83 74.65 Mark-to-Market Value (R\$ MM)** 115.0 135.6 91.5 35.2 375.4 Foreign Exchange Notional Value in US\$MM 121,750 - - - 121,750 Average Future Rates 1.9876 - - - 1.9876 Total in R\$ MM 242.0 - - - 242.0 * Weighted average between collar strikes and call spreads. * On 09/30/09, the exchange rate was R\$ 1.7781/ US\$1.00. GOL adopts a hedging policy in order to protect the Company against market fluctuations in fuel prices, exchange rates and interest rates that can substantially harm its operational competitiveness. In order to perform this task,

13 the Company employs a risk policy committee, comprising certain members of the Board, an external consultant, and senior executives. The committee meets quarterly and sets 12-month targets on a rolling basis, on which management builds its hedge positions. The committee can also meet extraordinarily if any of its members calls a meeting. The vast majority of the financial instruments used for hedging purposes consist of WTI or dollar call options, and fixed and floating interest rate swaps. GOL focuses on simplified derivative structures, aiming to reduce its exposure to the volatility of these assets and ensure as much compliance as possible with the targets established in its annual budget.

Net Financial Result The 3Q09 net financial result was revenue of R\$58.5mm, versus an expense of R\$556.3mm in 3Q08 and revenue of R\$369.9mm in 2Q09. Financial Result (R\$MM) 3Q09 3Q08 Chg.% 2Q09 Chg.% Interest Expenses (75,7) (60,6) 25,0% (57,7) 31,3% Financial Leases (19,5) (17,6) 10,8% (21,3) -8,4% Interest Expense (56,2) (43,0) 30,9% (36,4) 54,6% Capitalized Interest 2,7 6,9 -61,0% 1,1 140,7% Exchange Variation 163,5 (482,3) nm 448,4 -63,5% Interest and Investment Income 22,1 5,9 274,5% 3,9 nm Hedge Results (51,2) (46,8) 9,4% (13,3) 285,0% Other (2,8) 20,8 nm (12,5) -77,6% Net Financial Results 58,5 (556,3) nm 369,9 -84,1%

Interest expenses moved up by 25.0% over 3Q08, primarily due to the increase in the number of aircraft under financial leasing agreements (from 23 to 28) and the upturn in Real-denominated debt to the detriment of foreign-currency debt. Compared to 2Q09, interest expenses were up by 25.0%, mainly due to an increase in Real denominated debt. The exchange variation on assets and liabilities generated a gain of R\$163.5mm, versus a loss of R\$482.3 million in 3Q08 and a gain of R\$448.4 million in 2Q09. The exchange variation recorded in 3Q09 was due to the impact of the 10% devaluation of the dollar between June 30 and September 30, 2009 on the Company's foreign-currency assets (maintenance deposits and leasing guarantees) and liabilities (indebtedness). Compared to 3Q08, the exchange variation loss of R\$482,3 million is related to the Real depreciation of 19.4% from R\$1.67 by the end 2Q08 to R\$1.91 by the end of 3Q09. GOL's dollar denominated gross debt has reduced due to the following factors, when comparing 3Q09 to 2Q09: (i) continue Real appreciation during the last three quarters, (ii) issuance of R\$400 million denominated debentures and, (iii) maintenance and leasing deposits decreased in a lower pace than dollar denominated debt, when comparing 1Q09, 2Q09 and 3Q09. As a result dollar denominated debt in the second quarter, which is used to calculate the exchange variation recorded in the 3Q09, represented 84% of gross debt, while in 1Q09, which in turn is used to calculate the exchange variation recorded in

14 2Q09, was 97%. As a result of the lower dollar denominated liabilities and stable dollar denominated assets the liabilities gap between the two quarters decreased by 40%. Financial revenue was a positive R\$22.1mm in 3Q09, which generated an increase comparing to a revenue of R\$5.9mm in 3Q08, due to the increase in the cash position and VoeFácil revenue. In comparison with 2Q09, there was a R\$18.2mm increase, due to the rise in cash position and VoeFácil revenue.

	3Q09	3Q08	Chg.%	2Q09	Chg.%
Income Tax (R\$MM)					
Current income tax	(0.1)	(50.5)	-99.8%	2.5	nm
Deferred income tax	(79.5)	(7.5)	960.0%	(108.7)	-26.8%
Income Tax	(79.7)	(58.0)	37.3%	(106.2)	-25.0%

GOL recorded income tax of R\$79.7 million in 3Q09, 37.3% more than in 3Q08. The year-over-year upturn was chiefly due to the increase in deferred income tax based on temporary differences between tax legislation and the criteria for recognizing income tax under IFRS in accordance with IAS 12 Income Tax. The main accounts generating deferred income tax in the quarter were: (i) the impact of the exchange variation on financial leasings; (ii) the reversal of goodwill amortization; (iii) the difference in working life for the purposes of the depreciation and amortization of assets (whose amortization periods are shorter under tax legislation). In relation to 2Q09, there was a 25.0% reduction in deferred income tax, primarily due to the effect of the exchange variation on financial leasings, which had a greater impact on the results in IFRS of the previous quarter than the current quarter results. Net Income GOL posted a 3Q09 net income of R\$77.9mm, with a net margin of 5.2%, versus a net loss of R\$510.7mm in 3Q08 and net income of R\$353.7mm in 2Q09.

	3Q09	2Q09	Chg.%	4Q08	Chg.%
Total Liquidity (R\$MM)					
Reais	1,216.0	1,147.6	6.0%	936.5	29.8%
Cash and Cash Equivalents	662.8	613.7	8.0%	591.6	12.0%
Short Term Receivables	553.2	533.9	3.6%	344.9	60.4%
Foreign Currency	1,820.0	1,865.9	-2.5%	1,702.5	6.9%
Aircraft Acquisition Prepayment	912.5	953.5	-4.3%	957.2	-4.7%
Deposits	907.5	912.4	-0.5%	745.3	21.8%
Total Liquidity	3,036.0	3,013.5	0.7%	2,639.0	15.0%

Cash and cash equivalents closed the quarter at R\$662.8mm (cash balance of R\$162.3mm, plus R\$483.8mm in immediate liquidity assets and R\$16.7mm in restricted cash), 12.0% up on the end of 2008 and 8.0% more than the close of June,30 2009.

15 The main factors behind the improved liquidity were: (i) positive operating cash flow for the fifth consecutive quarter; (ii) the conclusion of the R\$ 203.5mm capital increase announced in March 2009 through the issue of subscription rights to the Company's shareholders; (iii) a R\$400mm debenture issue, partially guaranteed by receivables of R\$250mm, at 126.5% of the CDI rate, with monthly amortizations as of the seventh month of the contract until final maturity in May 2011; and (iv) the signing of a partnership agreement on June 29, 2009 with Bradesco and Banco do Brasil involving the creation of a co-branded SMILES credit card, for which the Company has received R\$150mm (R\$100mm in 2Q09 and R\$50mm in 3Q09) of the total amount of R\$252mm, relative to the advanced sale of miles to the two financial institutions, rental of access to the SMILES database, a share of card revenue and other factors. Maintenance and leasing deposits are related to contractual obligations with lessors and are booked under long-term and short-term assets. These deposits guarantee the Company's obligations regarding maintenance of a portion of its leased fleet as well as financial and operational leasing payments. In 3Q09, these deposits totaled R\$907.5mm, 0.5% down on 2Q09 and 21.8% up on 4Q08, chiefly due to the substitution of R\$230mm in letter of credit, given in guarantee of the deposits, which became due in the first half during the global financial crisis, one of whose main effects was the absence of credit facilities in the world's leading financial institutions. Short-term receivables include flight sales via credit card, receivables from the VoeFácil installment payment program, and accounts receivable from travel agencies and cargo transportation. At the end of 3Q09, these receivables totaled R\$533.2mm, 3.6% up on the R\$533.9mm recorded at the close of 2Q09, chiefly due to the Company's increased cash flow. Pre-delivery aircraft payments closed 3Q09 at R\$912.5mm. These amounts were recorded as fixed assets in the balance sheet and are related to the acquisition of new aircraft. All aircraft scheduled for delivery between 2009 and 2012 have already secured long-term financing with banks through lease-back operations or long-term loans backed by Ex-Im Bank.

Commitments (R\$ MM)	3Q09	2Q09	Chg.%	4Q08	Chg.%
Aircraft Financing	1,665.1	1,850.4	-33.1%	2,271.3	-67.0%
Financial Leasings	1,324.6	1,360.6	-2.6%	1,573.6	-15.8%
PDP Facility	340.5	489.7	-30.5%	697.7	-51.2%
Loans and Financing	1,352.5	1,325.0	2.9%	1,109.4	21.9%
Loans and Financing (ex-perpetual)	1,036.1	978.2	7.1%	694.9	49.1%
Perpetual Bonus	316.3	346.8	-8.8%	414.5	-23.7%
Interest	26.9	21.8	-23.8%	25.6	5.4%
Total Gross Debt	3,044.5	3,197.1	-4.8%	3,406.2	-10.6%
Operating Leases * (off balance)	2,646.9	2,973.7	-11.0%	3,285.2	-19.4%
Total Commitments	5,691.4	6,170.8	-7.8%	6,691.4	-14.9%

* the sum of loans and financings and the estimated total value of operational leasing contracts payable, pursuant to note 19 of the financial statements. On September 30, 2009, total loans and financings came to R\$3,044.5mm. Long-term debt had an average term of 5.4 years, with an average rate of 10.9% for local-currency debt and 7.8% for dollar-denominated debt. Excluding the perpetual bonds, which have no maturity date, debt fell to R\$2,728.2mm

16 with the positive impact of the exchange variation generating a 4.8% reduction in 3Q09, partially offset by an additional working capital line of R\$110mm. Total financial obligations, comprising the gross debt recorded in the balance sheet and projected operating leases payments between 2009 and 2021, based on September 30, came to R\$5,691.4mm, 7.2% down on 2Q09 and 14.9% down on 4Q08, primarily due to the 9M09 appreciation of the Real against the dollar. Aircraft Financing (R\$ MM) 3Q09 2Q09 Chg.% 4Q08 Chg.% Short Term (Foreign Currency) 459.9 613.1 -25.0% 855.6 -46.3% PDP Facility 340.5 489.7 -30.5% 697.7 -51.2% Financial Leasings 119.4 123.4 -3.3% 157.9 -24.4% Long Term Debt (Foreign Currency) 1,205.2 1,237.2 -2.6% 1,415.7 -14.9% Financial Leasings 1,205.2 1,237.2 -2.6% 1,415.7 -14.9% Total Aircraft Financing 1,665.1 1,850.4 -10.0% 2,271.3 -26.7% Also on September 30, aircraft financing totaled R\$1,665.1mm, comprising a credit line for the prepayment of aircraft acquisitions (PDP Facility) amounting to R\$340.5mm, all of which is already refinanced through a combination of lease-back operations and long-term bank loans with financial institutions, backed by the U.S. Ex-Im Bank. Financial leasing operations, which totaled R\$1,324.6mm, are financial expenses paid monthly to the aircraft lessors with the Company's own operating cash flow. Financial Debt Schedule (R\$ MM)

	2010	2011	2012	2013	after 2013	Total	Local currency	229.1	126.7	11.5	3.1	0.5	370.8	Working Capital	160.0	- - -		
- 160.0	BDMG	1.0	3.1	3.1	3.1	0.5	10.8	BNDES	3.6	14.4	8.4	- -	26.3	Debentures	64.5	109.3 - - - 173.7		
Foreign	currency	7.4	14.8	14.8	11.1	368.1	416.3	IFC loan	7.4	14.8	14.8	11.1	- 48.2	Senior Notes	- - -	368.1 368.1		
Total		236.5	141.5	26.3	14.2	368.6	787.1	Financial Indicators	3Q09	2Q09	Chg.%	4Q08	Chg.%	% of Gross Debt	Foreign			
Currency		79.9%	84.2%	-4.3pp	96.3%	-16.6pp	Net Financial Debt (R\$ MM)	2,381.7	2,583.4	-7.8%	2,814.7	-15.4%	Net Financial Debt Excl. PDP and Perpetual (R\$MM)	1,724.8	1,746.8	-1.3%	1,702.5	1.3%
Net Commitments ¹	(R\$MM)	5,028.6	5,516.1	-8.8%	6,099.9	-17.6%	Adjusted Gross Debt ² (R\$MM)	8,051.3	8,007.6	0.5%	7,921.8	1.6%	Adjusted Net Financial Debt (R\$MM)	7,388.4	7,393.9	-0.1%	7,330.3	-0.79%
Adjusted Gross Debt	² / EBITDAR*	6.6	6.9	-3.2%	11.6	-42.9%	Adjusted Gross Debt ² / EBITDAR + Interest Revenues*	5.9	6.0									

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-2.3% 10.4 -43.6% Adjusted Net Financial Debt³ / EBITDAR* 6.1 6.3 -3.8% 10.8 -43.4% Adjusted Gross Debt² / EBITDAR+ Interest Revenues* 5.4 5.6 -2.9% 9.6 -44.1% Adjusted Gross Debt² / Adjusted Capitalization (balance) 0.8 0.8 -0.8% 0.9 -7.1% Adjusted Gross Debt² / Adjusted Capitalization (market) 0.7 0.8 -13.8% 0.8 -17.6% EBITDA / Financial Expenses* 1.7 1.6 6.6% 0.1 nm Net Financial Commitments^{*} / EBITDAR* 4.1 4.7 -12.2% 8.9 -53.7% Cash / Interest Revenues (UDM) 11.1% 9.8% +1.3 pp 9.2% +1.9 pp¹ Financial Commitments (gross debt + operating leasing contracts in accordance with note 19 of the financial statements) excluded Cash and Cash Equivalents and Short Term Financial Investments² Gross Debt + last 12 months of Operation Leases Expenses x 7³ Adjusted Gross Debt excluded Cash and Cash Equivalents and Short Term Financial Investments³ Considering quotation of R\$18.36 per share

17 Fleet and Fleet Plan The Company is continuing with its plan to replace its Boeing 737-300 and 767-300 aircraft with 737-800NGs and 737-700NGs for operations on short- and medium-haul routes. These aircraft have lower operating costs, are more fuel-efficient and will reduce the fleet's average age. The Company leases its entire fleet through a combination of financial and operational leases. Out of the total of 124 aircraft, 96 were under operational leases and 28 under financing leases. Operating Fleet Seats* 3Q09 3Q08 Chg.# 2Q09 Chg.# B737-300 141 5 15 (10) 9 (4) B737-700 NG 144 43 36 7 42 1 B737-800 NG 177 21 22 (1) 22 - B737-800 NG SFP 187 40 32 8 37 2 B767-300 ER 218 - - - - Sub Total* 18,094 109 105 4 110 (1) Non-Operating Fleet Seats* 3Q09 3Q08 Chg, # 2Q09 Chg, # B737-300 141 7 5 2 6 1 B737-700 NG 144 - - - - B737-800 NG 177 2 - 2 2 - B767-300 ER 218 6 7

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(1) 6 - Sub Total* 2,649 15 12 3 14 1 Total 57,829 124 117 7 124 - * Total seats in 3Q09 In 3Q09, GOL took delivery of one Boeing 737-700NG and two Boeing 737- 800NG SFPs to replace three Boeing 737-300s, which were returned during the period. The Company closed the quarter with 109 operational aircraft, with an average age of 7.3 years. Operating Fleet Plan 2009 2010 2011 2012 2013 2014 B737-700 NG 42 40 40 40 40 40 B737-800 NG* 66 71 75 79 81 85 Total 108 111 115 119 121 125 * including SFP aircrafts (short field performance) Aircraft Payments Forecast (R\$ MM) until June of each year 2010 2011 2012 2013 After 2013 Pre Delivery Deposits 175.4 148.2 376.5 467.0 433.7 Aircraft acquisition Commitments* 1,601.5 1,158.4 436.1 2,133.6 6,611.6 Total 1,776.9 1,306.6 812.6 2,600.6 7,045.3 * List prices Maturing and Interest Maturing Contracted Effective p.a Currency Working Capital aug/09 111.5 % CDI 11.41% Real BNDES jul/12 TJLP +2.65% 8.90% Real BDMG jan/14 IPCA +6% 11.33% Real Debentures may/11 126.5% CDI 12.02% Real PDP Facility feb/10 Libor + 0.5% 1.02% Dollar IFC Loans jul/13 Libor +1.875% 3.34% Dollar Senior Notes apr/17 7.5% 7.50% Dollar Perpetual Bonds no maturity 8.75% 8.75% Dollar

18 Guidance GOL reviews its operating and financial projections on a quarterly basis in order to give the market a more accurate view of its expectations for the coming periods. This quarter, the Company is reviewing its guidance reflecting changes in foreign exchange currency and WTI quotes in the capital markets as well as domestic market demand estimates for a positive growth, reflecting on its flight network demand estimates. Operating Fleet Guidance 2009E Previous 2009E Revised Domestic Market Growth (% RPKs) 2 / 4 10 / 14 Passengers Transported (million) 28 28 ASKs. System (billion) 40.0 40.0 Domestic 35.0 35.0 International 5.0 5.0 Fleet (end of period) 108 108 RPK, System (billion) 24.5 25.3 Departures (000) 290 280 CASK ex-fuel (R\$ cents) 9.3 9.2 Fuel liters consumed (billion) 1.30 1.30 Fuel Price (R\$/ liter) 1.60 1.60 Average WTI (US\$ / barrel) 63 60 Average Exchange Rate (R\$/ US\$) 2.09 2.00 Subsequent Events Conclusion of Global Share Offering On October 19, GOL announced the conclusion of its global share offering, which resulted in the placement of 62.2 million common and preferred shares at R\$16.50 per share (US\$9.48 per ADS), 38.0 million of which, totaling R\$627.1 million, in the primary offering. The follow-on offering was entirely subscribed at the same price per share and totaled R\$85.5 million. As a result, the preferred share free float (excluding those shares held by Board members and executive officers) increased from 44.5% to 70.5%. In terms of total capital, the free float climbed from 22.2% to 35.3%. GOL s new cash position, which currently represents more than 20% of its net revenue in the last 12 months, together with its competitive advantages, mean that it is ideally positioned and structured to benefit from the growth of air transport in Brazil and Latin America. Ownership Breakdown before Global Share Offering Shareholders Common % Preferred % Total % Fundo ASAS 114,197,142 85.7 59,795,617 52.4 173,992,759 76.2 Board and Directors 16 - 2,064,587 1.8 2,064,603 0.9 Treasury stocks - - 1,574,200 1.4 1,574,200 0.7 Free Float - - 50,762,751 44.5 50,762,751 22.2 Total 114,197,158 100 114,197,155 100 228,394,313 100

19 Ownership Breakdown after Global Share Offering	Shareholders	Common	% Preferred	% Total	% Fundo					
ASAS	133,199,642	100	35,610,617	26.7	168,810,259	63.4				
Treasury stocks - -	1,574,200	1.2	1,574,200	0.6	Free Float - -	93,950,251	70.5			
100	133,199,655	100	266,399,313	100			93,950,251	35.3	Total	133,199,658

Organizational Restructuring On November 3, GOL announced an organizational restructuring designed to improve efficiency and ensure greater integration of its activities. The initiative was a response to the Company's rapid growth in recent years and is aligned with its strategic objectives. The restructuring reduced the number of Vice-Presidencies to four: (i) Finance, Strategy and Information Technology, headed by Leonardo Pereira; (ii) Market, temporarily led by Constantino de Oliveira Júnior; (iii) Customers, Employees and Management, headed by Ricardo Khauaja; and (iv) Technical, under the command of Captain Fernando Rockert de Magalhães. Due to the extinction or change in profile of certain areas, VPs Wilson Maciel Ramos and Tarcísio Gargioni left the Company. Both executives are highly competent professionals who have made an invaluable contribution to GOL's growth, for which they deserve the Company's recognition and gratitude.

Glossary of Industry Terms

Aircraft Leasing: an agreement through which a company (the lessor), acquires a good chosen by its client (the lessee) for subsequent rental to the latter for a determined period

Aircraft utilization: represents the average number of block hours operated per day per aircraft for the total aircraft fleet.

Available seat kilometers (ASK): represents the aircraft seating capacity multiplied by the number of kilometers the seats are flown.

Average stage length: represents the average number of kilometers flown per flight.

Block hours: refers to the elapsed time between an aircraft leaving an airport gate and arriving at an airport gate

Breakeven load factor: the passenger load factor that will result in passenger revenues being equal to operating expenses.

Charter: a flight operated by an airline outside its normal or regular operations.

Collars: the upper and lower interest limits for a securities issue with a floating interest rate.

EBIT: earnings before interest and taxes.

EBITDA: earnings before interest, taxes, depreciation and amortization.

EBITDAR: earnings before interest, taxes, depreciation, amortization and rent. Airlines normally present EBITDAR, in addition to EBITDA, because aircraft leasing represents a significant operating expense of the business.

IFRS (International Financial Reporting Standard): International Accounting Standards adopted by the European Union countries as of December 31, 2005, and which will become mandatory for Brazilian companies as of 2010.

Lessor: the party renting a property or other asset to another party, the lessee.

20 Load factor: represents the percentage of aircraft seating capacity that is actually utilized (calculated by dividing RPK by ASK)

Long-haul: long-distance flights (in GOL's case, flights of more than four hours duration).

OCI (Other Comprehensive Income): OCI is different from net income and generally comprises unrealized gains or

losses from a variety of sources, including unrealized pension costs and gains or losses from securities, derivatives, foreign exchange hedges and net foreign investments. Net Revenue: total operating revenue less taxes and deductions. Notional Volume: the face value or total value of an underlying asset controlled by a derivative instrument. Operating cost per available seat kilometer (CASK) represents operating expenses divided by available seat kilometers. Operating cost per available seat kilometer ex-fuel (CASK ex-fuel): represents operating cost divided by available seat kilometers excluding fuel expenses. Operating revenue per available seat kilometer (RASK): represents operating revenues divided by available seat kilometers. Passenger revenue per available seat kilometer (RASK PAX): represents revenue per passenger divided by available seat kilometers. Payload: refers to the actual item being transported. It is accompanied by a docket identifying the sender and the recipient, which is discarded on arrival. PDP Facility (pre-delivery payment facility): credit for the prepayment of aircraft acquisitions. QAV Mexican Gulf: refers to the cost of aviation fuel in Brazil, this is calculated using a formula based on Mexican gulf fuel prices. Revenue passengers: refers to the total number of passengers on board who have paid more than 25% of the full flight fare. Revenue passenger kilometers (RPK): the sum performance the products of the number of paying passengers on a given flight and the length of the flight. Sale-leaseback: a financial transaction whereby one sells a resource and then rents it back for a long term, enabling one to make use of the resource without owning it. Slot: the right of an aircraft to take off or land at a given airport for a determined period of time. Sub-lease: an arrangement whereby a lessor in a rent agreement leases the item rented to a third party. Wet-lease: a leasing agreement whereby an airline (lessor) provides an aircraft, maintenance, insurance (ACMI) and a complete crew to another airline (lessor), which pays in accordance with the number of hours flown. WTI Barrel: stands for West Texas Intermediate the West Texas region is where U.S. oil exploration is concentrated. Serves as a reference for the U.S. petroleum byproduct markets. Yield per passenger kilometer: the average amount one passenger pays to fly one kilometer

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21	Balance Sheet (R\$ `000)	IFRS Unaudited	3Q09	2Q09	4Q08	Assets	7,680,746	7,684,703
7,258,578	Current Assets	1,808,167	1,761,584	1,661,921	Cash and cash equivalents			162,341
183,744	Financial assets	169,330	483,806	416,783	Restricted cash			
16,678	Trade and other receivables	13,199	176,697	553,165				533,912
344,927	Inventories of parts and supplies		195,156	231,213	Recoverable income taxes			
66,420	Deposits	66,543	110,767	181,282	Prepaid expenses			237,914
95,893	Other current assets	108,243	123,801	53,426				13,444
52,386	Non-Current Assets	5,872,579	5,923,119	5,596,657	Property and equipment, net			
3,141,799	Intangible Assets	3,096,436	2,998,756	1,225,073	Prepaid Expenses			1,210,320
Non-Current Assets	1,505,707	1,614,741	1,387,581	65,917				68,260
58,793	Deposits	726,200	717,932	507,428	Recoverable and deferred income taxes			
687,683	Restricted cash	748,160	729,784	7,112				6,589
non-current assets	18,795	73,401	84,987		Liabilities and Shareholders` Equity			
7,680,746	Current Liabilities	7,684,703	7,258,578	2,407,915				2,299,715
Short-term borrowings	895,804	871,433	967,452		Accounts payable			342,845
319,811	Salaries, wages and benefits	283,719	240,607	211,085	Current income taxes payables			146,805
74,159	Sales tax and landing fees	26,191	36,162	39,605				69,753
32,966	Advance ticket sales	97,210	538,581	486,425	Provisions			
Other current liabilities	124,537	79,323	165,287	136,631				126,401
3,681,546	Non-Current Liabilities	3,604,391	2,148,654	2,325,757				3,485,788
301,275	Long-term debt	315,545	262,626	761,839	Smiles deferred revenue			718,304
548,680	Deferred income taxes	75,885	109,713	157,310	Other non-current liabilities			198,135
212,227	Shareholder's Equity	196,894	1,787,043	1,703,442	Issued share capital			1,071,608
89,556	Capital reserves	1,454,149	1,250,618	89,556				89,556
200,917	Treasury shares	(41,180)	(41,180)	(41,180)	Retained earnings (losses)			284,518
		(227,386)						

22	Income Statement (R\$ `000)	IFRS Unaudited	3Q09	3Q08	Chg.%	2Q09	Chg.%	9M09	9M08	Chg.%	Net
	operating revenues		1,496,657	1,788,271	-16.3%	1,394,040	7.4%	4,407,733	4,857,560	-9.3%	
	Passenger		1,268,513	1,610,313	-21.2%	1,246,451	1.8%	3,901,400	4,449,736	-12.3%	Cargo and
	Other		228,144	177,958	28.1%	147,589	54.6%	506,333	407,824	24.2%	Operating Costs and
	Expenses		(1,397,570)	(1,684,715)	-17.0%	(1,304,091)	7.2%	(4,113,606)	(5,000,071)	-17.7%	Salaries,
	wages and benefits		(278,015)	(246,558)	12.8%	(276,720)	0.5%	(801,165)	(734,898)	9.0%	
	Aircraft fuel		(485,372)	(748,504)	-35.2%	(429,796)	12.9%	(1,361,232)	(2,146,278)	-36.6%	
	Aircraft rent		(152,345)	(124,300)	22.6%	(136,409)	11.7%	(506,239)	(436,074)	16.1%	Aircraft
	insurance		(13,299)	(11,030)	20.6%	(13,030)	2.1%	(44,513)	(32,037)	38.9%	Sales and
	marketing		(101,824)	(193,884)	-47.5%	(86,571)	17.6%	(270,472)	(456,469)	-40.7%	Landing
	fees		(77,596)	(86,095)	-9.9%	(79,752)	-2.7%	(238,024)	(266,507)	-10.7%	Aircraft and traffic
	servicing		(100,669)	(90,789)	10.9%	(91,347)	10.2%	(278,399)	(317,716)	-12.4%	Maintenance
	materials and repairs		(69,508)	(90,267)	-23.0%	(75,801)	-8.3%	(268,918)	(233,003)	15.4%	
	Depreciation		(47,245)	(25,879)	82.6%	(32,465)	45.5%	(116,407)	(91,494)	27.2%	Others

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(71,697)	(67,409) 6.4%	(82,200) -12.8%	(228,237) (285,595) -20.1%	Operating Result
(EBIT) 99,087	103,556 -4.3%	89,949 10.2%	294,127 (142,511) -306.4%	EBIT Margin 6.6% 5.8% +0.8 pp 6.5% +0.2 pp 6.7% -2.9% +9.6pp
Other Income (expenses)	58,489 (556,260) -110.5%	369,936 -84.2%	415,562 (404,610) -202.7%	Interest expenses (75,747) (60,584) 25.0% (57,694) 31.3% (213,416) (178,732) 19.4%
Capitalized Interest	2,674	6,850 -61.0%	1,111 -140.7%	5,198 21,094 -124.6%
Exchange variation gains (losses)	163,520	(482,349) -133.9%	448,395 -63.5%	697,992 (255,587) -373.1%
Interest Revenues	22,058	28,061 -21.4%	62,016 -64.4%	157,396 79,607 97.7%
Other expenses, net	(54,016)	(48,238) 12.0%	(83,892) -35.6%	(231,608) (70,992) 226.2%
Income (loss) before income taxes	157,576 (452,704) -134.8%	459,885 -65.7%	709,689 (547,121) -229.7%	Income taxes (expense) benefit (79,691) (58,029) 37.3% (106,196) -25.0%
Net income (loss)	77,885	(510,733) -115.2%	353,689 -78.0%	493,008 (697,772) -170.7%
Net Margin	5.2% -28.6% +33.8 pp 25.4%	-20.2 pp 11.2%	-41.2% +52.4pp	EBITDA 146,332 129,435 13.1% 122,414 19.5% 410,534 (51,017) -904.7%
EBITDA Margin	9.8%	7.2% +2.5 pp 8.8%	+1.0 pp 9.3%	-1.1% +10.4pp
EBITDAR	298,677	253,735 17.7%	258,823 15.4%	916,773 385,057 138.1%
EBITDAR Margin	20.0%	14.2%	+5.8 pp 18.6%	+1.4 pp 20.8% 7.9% +12.9pp

23 Cash Flow (R\$'000) IFRS 3Q09 3Q08 Chg.% Cash flows from operating activities Net income (loss) 77,885 (510,733) -115.2 Adjustments to reconcile net income (loss) to net cash provided by operating activities: Depreciation and amortization 47,245 25,879 82.6% Share-based payments 1,033 1,215 -15.0% Net foreign exchange fluctuations (163,520) 482,349 -133.9% Allowance for doubtful accounts (3,670) 3,863 -195.0% Smiles deferred revenue (3,144) 62,685 -105.0% Losses in fair value of derivative financial instruments 49,700 33,412 48.7% Deferred income taxes 79,955 51,290 55.9% Other non-monetary items 37,595 11,238 234.2% Changes in operating assets and liabilities: Provisions (80,185) (468) nm Trade and other receivables (15,583) (43,209) -63.9% Changes in inventories 36,057 (16,528) -318.2% Deposits (11,485) (15,435) -25.6% Prepaid expenses 14,693 (12,549) -217.1% Other assets 14,624 11,824 23.7% Advance ticket sales 52,156 33,209 57.1% Smiles deferred revenues (896) (105,504) -99.2% Accounts payable 23,034 92,843 -75.2% Sales tax and landing fees (4,406) (6,375) -30.9% Income taxes 14,616 (15,939) 191.7% Other liabilities 73,757 5,175 nm Net cash provided by (used in) operating activities 91,947 88,242 4.2% Cash flows from investing activities Investments in financial assets (67,023) 20,814 -422.0% Net investments in restricted cash (3,603) 11,412 -131.6% Payment of property, plant and equipment (88,878) (49,105) 81.0% Payment of intangible assets (22,097) (3,216) 586.0% Net cash used in investing activities (181,601) (20,095) 803.5% Cash flows from financing activities Net proceeds from / repayment of debt 114,252 51,327 122.6% Repayments of finance leases (46,000) (40,597) 13.3% Net cash provided by (used in) financing activities 68,252 10,730 536.1% Net increase (decrease) in cash and cash equivalents (21,402) 78,877 -127.1% Cash and cash equivalents at beginning of the period 183,743 296,262 -38.0% Cash and cash equivalents at end of the period 162,341 375,139 -56.7% Supplemental disclosure of cash flow information: Interest paid 15,390 151,657 -89.9% Income tax paid (143)

(3,116) -95.4%

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 noelle.dean@edelman.com Loans (R\$MM) 3Q09 2Q09 Chg.% 4Q08 Chg.% Short Term 895.8 871.4 2.8% 967.3
 -7.4% Reais 401.2 223.6 79.4% 68.3 485.7% Working Capital 160.0 50.0 220.0% 50.0 220.0% BNDES 14.4 14.2
 1.6% 14.0 1.4% BDMG 2.8 2.8 0.0% 2.6 9.1% Debentures 220.8 153.3 nm - nm Interest 3.3 3.4 -5.1% 1.7 92.8%
 Foreign Currency 494.7 647.8 -23.6% 899.0 -45.0% PDP Facility 340.5 489.7 -30.5% 697.7 -51.2% IFC Loans 11.1
 16.3 -31.7% 19.5 -42.9% Financial Leasing 119.4 123.4 -3.3% 157.9 -24.3% Interest 23.7 18.4 29.2% 23.9 -0.7%
 Long Term 1,832.3 1,978.9 -7.4% 2,024.4 -9.5% Reais 210.8 281.4 -25.1% 49.2 328.3% BNDES 26.3 29.5 -10.9%
 36.6 -28.2% BDMG 10.8 11.4 -5.5% 12.6 -14.3% Debentures 173.7 240.4 -27.7% - nm Foreign Currency 1,621.5
 1,697.6 -4.5% 1,975.2 -17.9% IFC Loans 48.2 56.9 -15.4% 77.9 -38.2% Financial Leasing 1,205.2 1,237.2 -2.6%
 1,415.7 -14.9% Senior Notes 368.1 403.4 -8.8% 481.6 -23.6% Gross Debt 2,728.2 2,850.3 -4.3% 2,991.9 -8.8%
 Perpetual Bonds 316.3 346.8 -8.8% 414.5 -23.7% Gross Debt Including Perpetual Bonds 3,044.5 3,197.1
 -4.8% 3,406.2 -10.6% * Some calculations may not match due to rounding up or down. About GOL Linhas
 Aéreas Inteligentes S.A. GOL Linhas Aéreas Inteligentes S.A. (NYSE: GOL and Bovespa: GOLL4), the largest
 low-cost and low-fare airline in Latin America, offers around 800 daily flights to 49 destinations that
 connect all the important cities in Brazil and ten major destinations in South America and Caribbean. The
 Company operates a young, modern fleet of Boeing 737 Next Generation aircraft, the safest and most
 comfortable of its CLASS, with high aircraft utilization and efficiency levels. Fully committed to seeking
 innovative solutions through the use of cutting-edge technology, the Company - via its GOL, VARIG, Gollog,
 SMILES and Voe Fácil brands - offers its clients easy payment facilities, a wide range of complementary
 services and the best cost-benefit ratio in the market. This release contains forward-looking statements
 relating to the prospects of the business, estimates for operating and financial results, and those related
 to growth prospects of GOL. These are merely projections and, as such, are based exclusively on the expectations
 of GOL's management concerning the future of the business and its continued access to capital to fund the
 Company's business plan. Such forward-looking statements depend, substantially, on changes in market
 conditions, government regulations, competitive pressures, the performance of the Brazilian economy and the
 industry, among other factors and risks disclosed in GOL's filed disclosure documents and are, therefore, subject
 to change without prior notice.

SIGNATURE Pursuant to the requirements of the Securities Exchange Act of 1934, the registrant has duly caused this report to be signed on its behalf by the undersigned, thereunto duly authorized. Date: November 09, 2009 GOL LINHAS AÉREAS INTELIGENTES S.A. By: /S/ Leonardo Porciúncula Gomes Pereira Name: Leonardo Porciúncula Gomes Pereira Title: Executive Vice-President and Chief Financial Officer

FORWARD-LOOKING STATEMENTS This press release may contain forward-looking statements. These statements are statements that are not historical facts, and are based on management's current view and estimates of future economic circumstances, industry conditions, company performance and financial results. The words "anticipates", "believes", "estimates", "expects", "plans" and similar expressions, as they relate to the company, are intended to identify forward-looking statements. Statements regarding the declaration or payment of dividends, the implementation of principal operating and financing strategies and capital expenditure plans, the direction of future operations and the factors or trends affecting financial condition, liquidity or results of operations are examples of forward-looking statements. Such statements reflect the current views of management and are subject to a number of risks and uncertainties. There is no guarantee that the expected events, trends or results will actually occur. The statements are based on many assumptions and factors, including general economic and market conditions, industry conditions, and operating factors. Any changes in such assumptions or factors could cause actual results to differ materially from current expectations.