Gol Intelligent Airlines Inc.
Form 6-K
August 13, 2013

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, 2013
(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)

Praça Comandante Linneu Gomes, Portaria 3, Prédio 24
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 12, 2013 - GOL Linhas Aéreas Inteligentes S.A. (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 its results for the second quarter of 2013 (2Q13). All the information herein is presented in accordance with International Financial Reporting Standards (IFRS) and in Brazilian Reais (R$), and comparisons are with the second quarter (2Q12) and first half of 2012 (1H12), unless otherwise stated.

Highlights

GOL recorded an operating loss (EBIT) of R$35 million in 2Q13 resulting in a negative margin of 1.8%, an improvement of **R$320 million** and **18 percentage points** over 2Q12. In the first half, GOL recorded a **positive operating margin of 1.7%**, in line with the margin projected for 2013, of between 1% and 3%.

PRASK (passenger revenue per available seat-kilometer) totaled R$14.14 cents in 2Q13, 10.5% up on 2Q12. This performance fueled the **7.5% year-over-year upturn in RASK (operating revenue per available seat-kilometer)**, which came to R$15.72 cents in 2Q13. The continuous monthly increase in PRASK since April 2012 reflects the Company's efforts in optimizing its offer and maximizing the profitability of its routes.

CASK (operating cost per available seat-kilometer) totaled R$16.01 cents in the second quarter, 8.4% down on the same period last year. Fuel costs per ASK fell by 8.8%, primarily due to the 3.4% decline in the per-liter fuel price and the use of a more fuel-efficient fleet. CASK ex-fuel fell by 8% in the same period, chiefly impacted by the reduction in personnel costs.

SMILES' IPO during the quarter meant that the Company ended 2Q13 with its biggest ever quarterly cash position (cash, cash equivalents, financial investments and short and long-term restricted cash), totaling **R$2.8 billion, equivalent to 34% of net revenue of the last 12 months (LTM)**.

SMILES S.A. posted an **ex-breakage operating margin of 27.5%**, 5.5 percentage points up on 1Q13. The customer base grew by 7% in the last 12 months, reaching 9.3 million participants.

Continuing with its gradual deleveraging process, the Company closed the second quarter with a leverage ratio, represented by the adjusted gross debt/LTM EBITDAR ratio, of 15.5x, **a 44% improvement over 1Q13,** thanks to the gradual upturn in operating margins (LTM EBITDAR of R$654 million in 2Q13, versus R$357 million in 1Q13) and around R$318 million debt amortizations in the first-half, including pre payments. Net debt registered a decrease of around R$900 million between 1Q13 and 2Q13, while EBITDAR totaled R$602 million in the first half, a 192.8% increase compared to the same period in 2012.

Given **high exchange rate volatility and the slowing of Brazilian GDP growth**, GOL announced in June 2013 a further **reduction in 2013 domestic supply of around 9%**, versus the previous estimate of 7%.

In July 2013, GOL strengthened its airline partnerships with the initiation of ticket sales for Delta's international flights to New York and Detroit through its sales channels. Also in July, the Company requested authorization from the Brazilian and Italian governments to implement a codeshare agreement with Alitalia.

Net Revenue	**1,914.8**	1,830.7	4.6%	**3,997.5**	3,996.7	0.0%
Operating Income (Loss)	**(35.1)**	(354.6)	-90.1%	**66.1**	(347.4)	nm
Operating Margin	**-1.8%**	-19.4%	+17.5 pp	**1.7%**	-8.7%	+10.3 pp
EBITDA	**81.1**	(222.6)	nm	**293.2**	(96.3)	nm
EBITDA Margin	**4.2%**	-12.2%	+16.4 pp	**7.3%**	-2.4%	+9.7 pp
EBITDAR	**235.1**	(62.4)	nm	**601.7**	205.5	192.8%
EBITDAR Margin	**12.3%**	-3.4%	+15.7 pp	**15.1%**	5.1%	+9.9 pp
Net Loss	**(433.0)**	(715.1)	-39.5%	**(508.2)**	(756.5)	-32.8%
Net Margin	**-22.6%**	-39.1%	+16.5 pp	**-12.7%**	-18.9%	+6.2 pp

Message from Management

In 2Q13, the Company recorded an improvement of R$320 million and registered an operating loss (EBIT) of R$35 million. The operating margin was negative by 1.8%, up by 18 percentage points over 2Q12, in what is the industry's seasonally weakest quarter. As a result, GOL reported a positive operating margin of 1.7% in the first half.

Since April of last year, GOL has adapted its capacity to the new cost reality in the aviation industry, reducing its domestic route network while adjusting its cost structure and operational capacity.

The strategy was implemented without losing focus on the client and the Company's commitment to expanding products and services. Corporate clients are the object of special attention for GOL. According to Abracorp (the Brazilian travel agents' association), GOL's share of the domestic business trip market grew by 3 percentage points in the last 12 months, closing the first half at 33.5%.

The remote check-in ratio has also been recording a continuous improvement, reaching an average 55% in the first half of the year, helping GOL to maintain the punctuality lead in the domestic market year-to-date. In the country's leading airports, the ratio was higher than 80%.

The development of partnerships has also played an important role in GOL's strategy of increasing its international presence. The codeshare agreement with Delta was expanded and all destinations covered by Delta in Brazil will be connected to GOL's route network and available for purchase on its sales channels by the end of August. The Company also announced the first step in the implementation of a codeshare agreement with the Italian airline, Alitalia, which will give GOL and Alitalia clients improved access to flights between Brazil and Europe.

Thanks to these measures, among others, our services became more attractive to passengers willing to pay for higher yields, reflected in the 10.5% year-to-date increase in PRASK and in the clear benefits for members of the SMILES program.

In line with its commitment to maintaining high liquidity, GOL accessed the capital market and launched the IPO of SMILES S.A. in the end of April. With this, the Company's total cash position reached R$2.8 billion at the close of the quarter, equivalent to 34% of LTM net revenue and the Company's highest ever figure. GOL also amortized debt of around R$318 million in the first half, thereby reducing its financial costs.

Thanks to the improved operating margins and the consequent EBITDAR recomposition, GOL continued its process of gradual deleveraging and strengthening the balance sheet. GOL closed 2Q13 with a 44% improvement in its financial leverage ratio over the previous three months and this downward trajectory should continue until the end of the year due to prospects of a positive annual operating result.

Given the recent shift in the macroeconomic scenario, the Company has increased its projected annual reduction in domestic supply from 7% to 9% in June. In the second half of the year, it will have to cope with record jet fuel prices and a new cost hike due to the depreciation of the Real, as well as prospects of a reduction in Brazil’s annual GDP growth estimates. The scenario is even more challenging.

The various changes in scenarios faced by the industry in recent years have made us strengthen our fundamentals, maintaining a strong cash position, appropriate debt profile, efficient cost structure and a focus on the profitability of our flights, always seeking to serve our clients in the safest and most intelligent manner possible. It is for these reasons that we have maintained our beginning-of-year annual operating margin guidance at between 1% and 3%.

GOL thanks its Team of Eagles for their hard work, motivation and commitment in this especially challenging period for the airline industry.

Paulo Sérgio Kakinoff

CEO of GOL Linhas Aéreas Inteligentes S.A.

SMILES

In 2Q13, SMILES S.A. reported impressive results, underlining the potential of the loyalty program industry in Brazil. The company's ex-breakage operating margin stood at 27.5%, 5.5 percentage points up on the 1Q13 figure, while net income came to R$48.3 million, a 62.0% improvement. The company will distribute R$37.1 million in dividends and interest on capital related to its first-half results

Continuing with its efforts to strengthen relations with partners, in recent months SMILES entered into agreements with two major retail chains, Ri Happy and Drogarias Pacheco e São Paulo. Clients of either chain who are members of the loyalty program can accumulate miles. At the close of 2Q13, SMILES had 212 commercial partners and a base of 9.3 million participants, 7% up year-over-year.

With the intention of implementing a codeshare agreement between GOL and Alitalia, the companies plan to offer members of SMILES and MilleMiglia, Alitalia's loyalty program, the possibility of accumulating and redeeming miles on all eligible flights operated by both airlines.

GOL believes that SMILES has important advantages that will allow it to gain strength as a loyalty-building tool. Thanks to the growth of commercial partnerships and closer ties with financial institutions, SMILES is becoming an increasingly important sales channel for GOL.

Smiles – Financial Highlights

Aviation Market: Industry

Total System						
ASK (mm)	36,805	37,217	-1.1%	75,084	76,477	-1.8%
RPK (mm)	27,538	27,039	1.8%	55,898	55,215	1.2%
Load Factor	***74.8%***	***72.7%***	***2.2 p.p***	***74.4%***	***72.2%***	***2.2 p.p***
Domestic Market						
ASK (mm)	28,101	29,174	-3.7%	56,726	60,227	-5.8%
RPK (mm)	20,906	20,603	1.5%	42,208	42,168	0.1%
Load Factor	***74.4%***	***70.6%***	***3.8 p.p***	***74.4%***	***70.0%***	***4.4 p.p***
International Market						
ASK (mm)	8,704	8,043	8.2%	18,359	16,249	13.0%
RPK (mm)	6,632	6,436	3.0%	13,691	13,047	4.9%
Load Factor	***76.2%***	***80.0%***	***-3.8 p.p***	***74.6%***	***80.3%***	***-5.7 p.p***

National Civil Aviation Agency (ANAC) figures

The aviation industry's domestic supply fell by 3.7% year-over-year in 2Q13, while demand grew by 1.5%. Due to the reduction in supply, the period load factor increased by 3.8 percentage points. In year-to-date terms **domestic supply declined by 5.8% over the first half of 2012, while demand remained flat.**

Aviation Market: *GOL*

Total System						
ASK (mm)	12,179	12,514	-2.7%	24,508	26,507	-7.5%
RPK (mm)	8,249	8,701	-5.2%	16,540	18,206	-9.1%
Load Factor	***67.7%***	***69.5%***	***-1.8 p.p***	***67.5%***	***68.7%***	***-1.2 p.p***
Domestic Market						
ASK (mm)	10,870	11,538	-5.8%	21,767	24,462	-11.0%
RPK (mm)	7,499	8,107	-7.5%	14,914	16,888	-11.7%
Load Factor	***69.0%***	***70.3%***	***-1.3 p.p***	***68.5%***	***69.0%***	***-0.5 p.p***
International Market						
ASK (mm)	1,309	977	34.0%	2,741	2,045	34.0%
RPK (mm)	749	594	26.1%	1,626	1,318	23.4%
Load Factor	***57.2%***	***60.8%***	***-3.6 p.p***	***59.3%***	***64.4%***	***-5.1 p.p***

National Civil Aviation Agency (ANAC) figures; 2Q12 includes consolidated GOL + Webjet figures

Domestic Market

GOL's domestic supply **fell by 5.8%** over 2Q12. **The year-to-date reduction was 11%, above the Company's own estimate of between -8% and -10%.**

Domestic demand recorded a **7.5% decline** in the quarter due to the above-mentioned reduction in supply and the recomposition of prices in the period. The domestic load factor came to 69.0%, versus 70.3% in 2Q12.

International Market

In 2Q13, international market supply **moved up by 34.0%** over the same period of the last year, chiefly due to the new flights to Santo Domingo, Miami and Orlando launched in December 2012, **helping push international demand up by 26.1%**.

As a result, the international load factor **stood at 57.2% in the quarter,** 3.6 percentage points down on the 60.8% recorded in 2Q12. Part of this reduction was due to the increased representativeness of the flights to Santo Domingo, where we made around 85% of seats available for sale due to the performance of the 737-800 NG aircraft. In accordance with ANAC's methodology, the load factor is calculated over total aircraft capacity.

PRASK, RASK and *Yield*

In 2Q13, PRASK and RASK increased by 10.5% and 7.5% year-over-year, respectively, primarily due to the 13.4% upturn in yield.

Annual Yield Variation

The graph below shows that PRASK growth in recent months has outpaced the reduction in supply in comparison with the same months of the last year.

Annual Variation in Domestic PRASK and ASK

Key Operating Indicators

RPK Total (mm)	**8,249**	8,701	-5.2%	**16,540**	18,206	-9.1%
ASK Total (mm)	**12,179**	12,514	-2.7%	**24,508**	26,507	-7.5%
Total Load Factor	**67.7%**	69.5%	-1.8 p.p	**67.5%**	68.7%	-1.2 p.p
Break-Even Load Factor (BELF)	**69.0%**	83.0%	-14.0 p.p	**66.4%**	74.7%	-8.3 p.p
Revenue Passengers - Pax on Board ('000)	**8,699**	9,532	-8.7%	**17,270**	19,436	-11.1%
Aircraft Utilization (Block Hours/Day)	**11.7**	12.0	-2.3%	**11.7**	12.3	-4.8%
Departures	**78,395**	85,529	-8.3%	**156,627**	178,912	-12.5%
Average Stage Length (km)	**891**	866	3.0%	**898**	877	2.4%
Average Number of Operating Aircraft	**119**	129	-7.7%	**121**	133	-9.5%
Fuel consumption (mm liters)	**370**	403	-8.1%	**745**	848	-12.2%
Employees at period end	**16,465**	18,966	-13.2%	**16,465**	18,966	-13.2%
YIELD net (R$ cents)	**20.88**	18.41	13.4%	**21.94**	19.37	13.3%
Passenger Revenue per ASK net (R$ cents)	**14.14**	12.80	10.5%	**14.81**	13.30	11.3%
RASK net (R$ cents)	**15.72**	14.63	7.5%	**16.31**	15.08	8.2%
CASK (R$ cents)	**16.01**	17.46	-8.4%	**16.04**	16.40	-2.2%
CASK ex-fuel (R$ cents)	**9.30**	10.11	-8.0%	**9.00**	9.33	-3.5%
Average Exchange Rate[1]	**2.07**	1.96	5.3%	**2.03**	1.87	8.9%
End of period Exchange Rate[1]	**2.22**	2.02	9.6%	**2.22**	2.02	9.6%
WTI (avg. per barrel, US$)[2]	**94.14**	93.35	0.8%	**94.30**	98.15	-3.9%
Price per liter Fuel(R$)	**2.21**	2.28	-3.4%	**2.32**	2.21	5.0%
Gulf Coast Jet Fuel Cost (avg. per liter, US$)[3]	**0.74**	0.76	-2.5%	**0.77**	0.78	-0.8%

1. Source: Central Bank
2. Bloomberg
3. Fuel expenses/liters consumed

Income Statement in IFRS (R$ thousand)

Net operating revenues	**1,914,825**	**1,830,658**	**4.6%**	**3,997,501**	**3,996,726**	0.0%
Passenger	1,722,561	1,602,000	7.5%	3,628,668	3,526,254	2.9%
Cargo and Other	192,264	228,658	-15.9%	368,833	470,472	-21.6%
Operating Costs and Expenses	**(1,949,903)**	**(2,185,303)**	**-10.8%**	**(3,931,404)**	**(4,344,109)**	-9.5%
Salaries, wages and benefits	(335,169)	(399,276)	-16.1%	(622,068)	(806,605)	-22.9%
Aircraft fuel	(817,530)	(920,207)	-11.2%	(1,724,905)	(1,871,773)	-7.8%
Aircraft rent	(153,983)	(160,184)	-3.9%	(308,424)	(301,866)	2.2%
Sales and marketing	(109,297)	(95,152)	14.9%	(199,420)	(188,061)	6.0%
Landing fees	(134,797)	(134,912)	-0.1%	(268,641)	(277,094)	-3.1%
Aircraft and traffic servicing	(141,659)	(130,921)	8.2%	(277,218)	(254,178)	9.1%
Maintenance materials and repairs	(81,559)	(105,799)	-22.9%	(174,641)	(167,045)	4.5%
Depreciation	(116,227)	(132,060)	-12.0%	(227,152)	(251,042)	-9.5%
Other	(59,682)	(106,792)	-44.1%	(128,935)	(226,445)	-43.1%
Operating Result (Loss)	**(35,078)**	**(354,645)**	**-90.1%**	**66,097**	**(347,383)**	nm
Operating Margin	*-1.8%*	*-19.4%*	*+17.5 pp*	*1.7%*	*-8.7%*	*+10.3pp*
Other Income (expense)	**(424,979)**	**(450,324)**	**-5.6%**	**(531,907)**	**(473,536)**	12.3%
Interest expense	(129,963)	(109,468)	**18.70%**	(250,793)	(222,323)	12.80%
Interest Revenue	13,801	28,420	**-51.40%**	20,881	60,161	-65.30%
Exchange variation gain (loss)	(333,685)	(332,836)	**0.30%**	(274,531)	(260,139)	5.50%
Net hedge results	39,392	(17,834)	**nm**	13,324	1,711	678.70%
Other expenses, net	(14,524)	(18,606)	**-21.90%**	(40,788)	(52,946)	-23.00%
Loss before income taxes	**(460,057)**	**(804,969)**	**-42.8%**	**(465,810)**	**(820,919)**	**-43.3%**
Income taxes (expense) benefit	**27,103**	**89,896**	**-69.9%**	**(42,434)**	**64,442**	**nm**
Net Loss	**(432,954)**	**(715,073)**	**-39.5%**	**(508,244)**	**(756,477)**	**-32.8%**
Participation of Non-controlling Shareholders	16,567	-	nm	16,567	-	nm
Participation of Controlling Shareholders	(449,521)	-	nm	(524,811)	-	nm
Net Margin	*-22.6%*	*-39.1%*	*+16.5 pp*	*-12.7%*	*-18.9%*	*+6.2 pp*
EBITDA	**81,149**	**(222,585)**	**nm**	**293,249**	**(96,341)**	**nm**
EBITDA Margin	*4.2%*	*-12.2%*	*+16.4pp*	*7.3%*	*-2.4%*	*+9.7 pp*
EBITDAR	**235,132**	**(62,401)**	**nm**	**601,673**	**205,525**	**192.8%**
EBITDAR Margin	*12.3%*	*-3.4%*	*+15.7pp*	*15.1%*	*5.1%*	*+9.9 pp*

In accordance with CVM Instruction 527, the reconciliation of EBIT and EBITDA is shown in the **Operating Result** section. We also show the reconciliation of EBITDAR, given its importance as a specific aviation industry indicator.

2Q13 Result – Operating Segment (R$ thousand)

Assets					
Current	3,077,202	719,298	3,796,500	(491,498)	3,305,002
Non-current	7,030,865	1,078,092	8,108,957	(1,065,717)	7,043,240
Total Assets	**10,108,067**	**1,797,390**	**11,905,457**	**(1,557,215)**	**10,348,242**
Liabilities					
Current	3,065,562	424,096	3,489,658	(471,458)	3,018,200
Non-current	6,847,155	198,211	7,045,366	(1,073,969)	5,971,397
Shareholder's equity	195,350	1,175,083	1,370,433	(11,788)	1,358,645
Total Liabilities and Shareholder's equity	**10,108,067**	**1,797,390**	**11,905,457**	**(1,557,215)**	**10,348,242**

Net Revenue					
Passenger revenues	1,647,889		1,647,889	74,672	1,722,561
Cargo and others revenues	253,395		253,395	(77,417)	175,978
Miles redeemed revenues	-	113,234	113,234	(96,948)	16,286
Costs	(1,678,358)	(54,119)	(1,732,477)	12,630	(1,719,847)
Gross Income	**222,926**	**59,115**	**282,041**	**(87,063)**	**194,978**
Operating revenues (expenses)					
Commercial expenses	(189,029)	(12,267)	(201,296)	56,773	(144,523)
Administrative expenses	(124,705)	(5,293)	(129,998)	21,858	(108,140)
Other operating revenues (expenses)	22,543	83	22,626	(19)	22,607
Financial result					
Financial expenses	(270,257)	(177)	(270,434)	31,351	(239,083)
Revenues expenses	140,265	32,153	172,418	(31,351)	141,067
Exchange variation, net	(326,963)	0	(326,963)	0	(326,963)
Loss (Income) before income tax and social contribution	**(525,220)**	**73,614**	**(451,606)**	**(8,451)**	**(460,057)**
Current and Deferred income tax and social contribution	49,470	(25,304)	24,166	2,937	27,103
Total loss (income), net	**475,750**	**48,310**	**(427,440)**	**(5,514)**	**(432,954)**

For more information on the breakdown by business segment, see Note 29 to the Quarterly Information Report (ITR).

Net Revenue (R$ million)

Net revenue came to R$1,914.8 million in 2Q13, 4.6% more than the R$1,830.7 million recorded in 2Q12, chiefly due to the 13% increase in yield in the period.

Net revenue per ASK (RASK) increased by 7.5% over 2Q12, mainly due to higher PRASK. The upturn was partially offset by INSS (social security) contributions, which are now recognized under revenue taxes due to the aviation industry's inclusion in the Brasil Maior payroll-tax exemption program as of 2013. As a result the calculation base of INSS over payroll was changed to 1% of total gross revenue, increasing revenue taxes by 17.3%.

Total Net Revenue (R$MM)	**1,914.8**	1,830.7	4.6%	**3,997.5**	3,996.7	0.0%
Net RASK (R$ cents)	***15.72***	*14.63*	*7.5%*	***16.31***	*15.08*	*8.2%*
Net Passenger Revenue (R$MM)	**1,722.6**	1,602.0	7.5%	**3,628.7**	3,526.3	2.9%
Net PRASK (R$ cents)	***14.14***	*12.80*	*10.5%*	***14.81***	*13.30*	*11.3%*
Ancillary Revenue (R$MM)	**192.3**	228.7	-15.9%	**368.8**	470.5	-21.6%
Ancillary per ASK	***1.58***	*1.83*	*-13.6%*	***1.50***	*1.78*	*-15.2%*

Passenger	1,782.4	1,658.5	7.5%	3,753.0	3,649.7	2.8%
Cargo and Others	245.4	268.4	-8.6%	481.6	546.7	-11.9%
Gross Revenues	**2,027.7**	1,926.9	5.2%	**4,234.6**	4,196.4	0.9%
Taxes	(112.9)	(96.3)	17.3%	(237.1)	(199.6)	18.7%
Net Revenue	**1,914.8**	1,830.7	4.6%	**3,997.5**	3,996.7	0.0%

Net passenger revenue totaled R$1,722.6 million, 7.5% up on the R$1,602.0 million posted in 2Q12 due to the period reduction in supply and the Company's efforts to pass on the cost hikes, seeking to attract passengers with higher yields. **Net passenger revenue per ASK (PRASK) increased by 10.5%**thanks to the 13.4% period upturn in yields.

Ancillary revenue came to R$192.3 million, 15.9% down on the R$228.7 million posted in 2Q12, primarily due to the 2.7% reduction in seat supplyand the alteration in the fair value evaluation of miles sales due to the separation of SMILES and VRG. This was partially offset by the 9% upturn in cargo revenue. The success of GOLLOG's Voo Certo product has also contributed to the improvement in cargo revenue and reflects the company's strategy of increasing its ancillary revenue.**Ancillary revenue per ASK fell by 13.6%.**

Operating Expenses (R$ million)

Operating expenses came to R$1,949.9 million in 2Q13, 10.8% down on the R$2,185.3 reported in 2Q12.

Total CASK amounted to R$16.01 cents in 2Q13, 8.4% down on the R$17.46 cents recorded in 2Q12, while **CASK ex-fuel totaled R$9.30 cents, down by 8.0%.** It is worth noting that this reduction took place against a background of increased pressure on operating costs, represented by the reduced dilution of costs per ASK and the 5.3% average depreciation of the Real against the Dollar in the quarter.

In the first half as a whole, GOL recorded savings of R$413 million, R$147 million of which due to reduced fuel costs and R$266 million in other operating costs, demonstrating the Company's ability to manage its costs in line with changes in the scenario.

Aircraft fuel	**(817.5)**	(920.2)	-11.2%	**(1,724.9)**	(1,871.8)	-7.8%
Salaries, wages and benefits	**(335.2)**	(399.3)	-16.1%	**(622.1)**	(806.6)	-22.9%
Aircraft rent	**(154.0)**	(160.2)	-3.9%	**(308.4)**	(301.9)	2.2%
Sales and marketing	**(109.3)**	(95.2)	14.9%	**(199.4)**	(188.1)	6.0%
Landing fees	**(134.8)**	(134.9)	-0.1%	**(268.6)**	(277.1)	-3.1%
Aircraft and traffic servicing	**(141.7)**					