

Gol Intelligent Airlines Inc.  
Form 6-K  
May 20, 2013

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**SECURITIES AND EXCHANGE COMMISSION**  
**Washington, D.C. 20549**

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**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 May, 2013**  
**(Commission File No. 001-32221) ,**

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**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)*

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**Praça Comandante Linneu Gomes, Portaria 3, Prédio 24**  
**Jd. Aeroporto**  
**04630-000 São Paulo, São Paulo**  
**Federative Republic of Brazil**  
*(Address of Registrant's principal executive offices)*

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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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**São Paulo, May 20, 2013 - GOL Linhas Aéreas Inteligentes S.A. (BM&FBOVESPA: GOLL4 e NYSE: GOL), (S&P: B, Fitch: B-, Moody's: B3),** the largest low-cost and low-fare airline in Latin America, hereby announces its preliminary air traffic figures for April 2013.

### **PRASK, Yield and Fuel Prices**

**Net PRASK was 8% up year over year\*. PRASK grew by 11% year-to-date (YTD).** This is the 13<sup>th</sup> consecutive increase of PRASK.

**Net yield was 13% up** in April year-on-year\*, between R\$20.8 and R\$21.3 cents.

Fuel Price\* in April was 2% up over April 2012.

*(\*) The per-liter fuel price considers total fuel and lubricant expenses divided by period consumption.*

#### *Total System*

ASK (mm)	4,253.6	-4.8%	4,051.4	4,217.8	-3.9%
RPK (mm)	2,960.5	-8.8%	2,700.9	3,020.1	-10.6%
<b>Load Factor</b>	<b>69.6%</b>	<b>-2.9 p.p</b>	<b>66.7%</b>	<b>71.6%</b>	<b>-4.9p.p</b>
<i>Domestic Market</i>					
ASK (mm)	3,782.7	-4.1%	3,626.5	3,893.8	-6.9%
RPK (mm)	2,678.3	-8.3%	2,455.1	2,810.9	-12.7%
<b>Load Factor</b>	<b>70.8%</b>	<b>-3.1 p.p</b>	<b>67.7%</b>	<b>72.2%</b>	<b>-4.5p.p</b>
<i>International Market</i>					
ASK (mm)	470.9	-9.8%	424.9	323.9	31.2%
RPK (mm)	282.2	-12.9%	245.7	209.2	17.5%
<b>Load Factor</b>	<b>59.9%</b>	<b>-2.1 p.p</b>	<b>57.8%</b>	<b>64.6%</b>	<b>-6.8p.p</b>

(\*) April 2013 – preliminary figures; April 2012 - adjusted managerial data; March 2013 - National Civil Aviation Agency (ANAC) figures.

<i>Total System</i>			
ASK (mm)	16,380.7	18,207.9	-10.0%
RPK (mm)	10,992.4	12,524.2	-12.2%
<b>Load Factor</b>	<b>67.1%</b>	<b>68.8%</b>	<b>-1.7 p.p</b>
<i>Domestic Market</i>			
ASK (mm)	14,523.9	16,815.6	-13.6%
RPK (mm)	9,870.2	11,591.2	-14.8%
<b>Load Factor</b>	<b>68.0%</b>	<b>68.9%</b>	<b>-1.0 p.p</b>
<i>International Market</i>			
ASK (mm)	1,856.8	1,392.3	33.4%
RPK (mm)	1,122.2	933.0	20.3%
<b>Load Factor</b>	<b>60.4%</b>	<b>67.0%</b>	<b>-6.6 p.p</b>

(\* ) April 2013 – preliminary figures; April 2012 - adjusted managerial data; March 2013 - National Civil Aviation Agency (ANAC) figures.

### Domestic Market

In April, GOL continued with its strategy to rationalize capacity and recorded a **6.9% decrease in the domestic supply**, mainly due to the end of Webjet's operations. The strategy of capacity reduction was initiated in April 2012, thus, there is a lower level of reduction when compared to the previous months.

**Load factor in the domestic market was 4.5 p.p. down over April 2012**, reaching 67.7% in the period. Due to reduced supply mentioned above and price recovery trend in the period, demand in April 2013 was 12.7% down year-on-year.

### International Market

**Supply in April was 31.2% up** year-on-year, chiefly due to new daily routes to Santo Domingo, Miami and Orlando which started by the end of last year. Demand in same period increased by 17.5% due to same reasons mentioned above.

**Load factor on the international market was 6.8 p.p. down** year over year, mainly due to the aging period effect of new routes which started on December, 2012.



## **ABOUT GOL LINHAS AÉREAS INTELIGENTES S.A.**

GOL LinhasAéreasInteligentes S.A. (Bovespa: GOLL4 and NYSE: GOL), the largest low-cost and low-fare airline in Latin America, offers around 970 daily flights to 65 destinations in 10 countries in South America, Caribbean and the United States under the GOL and VARIG brands, using a young, modern fleet of Boeing 737-700 and 737-800 Next Generation aircraft, the safest, most efficient and most economical of their type. The SMILES loyalty program allows members to accumulate miles and redeem tickets to more than 560 locations around the world via flights with foreign partner airlines. The Company also operates Gollog, a logistics service which retrieves and delivers cargo and packages to and from more than 3,500 cities in Brazil and eight abroad. With its portfolio of innovative products and services, GOL Linhas Aéreas Inteligentes offers the best cost-benefit ratio in the market.

**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: May 20, 2013

**GOL LINHAS AÉREAS INTELIGENTES S.A.**

By:

/S/ Edmar Prado Lopes Neto

Name: Edmar Prado Lopes Neto  
Title: Investor Relations 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.

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