Operator: Good morning, ladies and gentlemen. At this time we would like to welcome everyone to the conference call for the results of GOL Linhas Aéreas Inteligentes in the first quarter of 2009. With us today are Mr. Constantino de Oliveira Junior, the Chief Executive Officer; and Leonardo Pereira, the Chief Financial and Investor Relations Officer.

We would like to inform you that this event is recorded and all participants will be in listen-only mode during the company's presentation. After GOL's remarks, there will be a question and answer session for industry analysts. At that time, further instructions will be given. Should any participant need assistance during this call, please press *0 to reach the operator.

Today's live webcast, including both audio and slide show, may be accessed through GOL's website at www.voegol.com.br/ir.

Before proceeding, let me mention that forward-looking statements will be made under the Safe Harbor of the Securities litigation reform act of 1996. Forward-looking statements are based on the beliefs and assumptions of GOL management and on information currently available to the company. They involve risks, uncertainties and assumptions because they relate to future events, and therefore depend on circumstances that may or may not occur in the future. Investors should understand that general economic conditions, industry conditions and other operating factors could also affect the future results of GOL, and could cause results to differ materially from those expressed in such forward looking statements.

Now, I'll turn the conference over to GOL's CEO, Mr. Constantino de Oliveira, who will begin the presentation.

Junior: Good morning everyone and welcome to our conference call.

I would like to begin by commenting on the latest events that I consider important for GOL's strategic and financial positioning.

Yesterday we announced a R$400 million debentures issue, which combined with the capital increase carried out in March, will represent a cash injection of more than R$600 million. The debentures issue was yet another initiative by the Company to rebuild its cash position, and soon we will have more news on this front, which will be disclosed as soon as we conclude the negotiations.

Another important development was the agreement we reached with Boeing, through which we will postpone the delivery of 20 aircraft. This agreement will maintain our disciplined offerings, while keeping our fleet modern and consequently more attractive to our customers, and with lower maintenance costs. Later, I will comment in detail on the impact of this negotiation with Boeing on our fleet plans.

Moving on, on slide 2 of our presentation, we present one of the competitive advantages brought about by the integration of the route networks of GOL and VARIG, which includes GOL's high quality positioning in Brazil's main domestic airports, such as Congonhas, Confins, Galeão, Santos Dumont and Curitiba.

With this competitive advantage, we now have multiple hubs, which allows us greater frequencies between destinations with higher traffic and connections, while integrating hubs with destinations that have lower traffic, but offer high profitability, such as Vitória and Santos Dumont.

In summary, the main message is shown on slide 3:

This slide shows our fare categories, which allow us to offer the right product to each specific type of client, meeting customer needs in terms of price, the advance period required for ticket purchases, the flexibility for rescheduling flights without paying additional fees and the accumulation of miles under the SMILES loyalty program.

As a result, we also continued to stimulate demand, offering low fares and more flexible packages, combined with our dominant position in the main domestic airports, which has put us in a better position to explore the business segment more efficiently.

The new fare categories will help us to manage yields better, since each client already buys flights based on the type of product they want to acquire, enabling GOL to be more flexible in its relationship with clients, as well as internally, since we will enjoy better conditions for determining our offerings.

Slide 4 shows some actions we have implemented in order to better utilize our route network, such as the bilateral code-share agreement with AirFrance/KLM, which confirms our aim of being a company that is attractive to major players in long-haul flights, since we have opted to focus our operations on Brazil and South America.

The code-share agreement is being implemented in two phases, with the first consisting of the integration of the mileage programs Smiles at GOL and Flying Blue at AirFrance/KLM; with the second phase consisting of the actual code-share agreement, which involves operating flights between the two companies under the same flight number, as well as allowing clients from both carriers to use their miles to buy tickets for flights at both.

Another recent agreement aimed at strengthening our route network was the commercial agreement with the car rental company Unidas for the implementation of Fly & Drive, which allows customers who buy tickets on our web site to rent cars at Unidas with a 50% discount.

This innovative concept is clearly in line with our business concept and also integrates two of the main links in the value chain in the travel and tourism industry. Meanwhile, for clients, it represents a much more convenient and economical option, since they can access the services from home at extremely attractive prices.

Let's move on to slide 5 please. Slide 5 presents details of GOLLOG Express, which serves the fastest growing segment in the freight market, which is express freight services. Through GOLLOG, we hope to gradually increase our payload, generating higher revenue on our low-cost platform while continuing to expand operating margins and offer low fares to our passengers.

Slide 6 presents our new fleet plan, which was changed through a new agreement with Boeing that I commented on briefly at the beginning of the call. As you can see, between 2009 and 2012, the number of seats will grow by 3% and the average age of the fleet will remain at between 5.5 and 7.5 years, in line with the concept of maintaining a modern fleet in order to keep maintenance costs low.

With the new fleet plan, we will have better conditions for improving our aircraft utilization rate. In other words, we will fly more hours per day with the ideal number of aircraft, in turn diluting operating costs and enabling GOL to move closer towards prior levels so that we can benefit from the positioning I emphasized before.

I would now like to hand the call over the Leonardo, who will comment on the quarterly results and bring you up to date on the plan to rebuild GOL's cash position. Leonardo, you may begin please.

Leonardo: Thank you Júnior, and good morning everyone. Slide 7 presents the highlights in the quarter:

The main highlight in the quarter was GOL's return to profitability, following several quarters of net losses.

Another important development is that the Company still has room to implement significant improvements. To illustrate this fact, simply note that we closed the quarter with 120 aircraft in the fleet, with the operational fleet currently at 107 aircrafts. In other words, we recorded very positive operational and financial results in a quarter marked by a relatively stable economy, or at least with low volatility, and with oil prices returning to historical levels, while still incurring the costs of the 13 aircraft that ended the quarter excluded from the operational fleet.

Of these 13 aircraft, we sub-leased a Boeing 737-300 in February this year, leaving 6 more Boeing 737-300s in the maintenance phase and which will return to the operating fleet in 2Q09, or in early 3Q09 at the latest. Of the 7 Boeing 767-300s, we were able to return one aircraft in an exchange operation for a Boeing 737-800 at no additional cost.

We have 4 more aircraft with negotiations in progress for these 767-300s, which we expect to conclude within the next 3 months.

Another important highlight was the EBITDAR margin of 23.7% achieved in the quarter. This factor was of particular importance, since it shows that our business is advancing very well operationally, within our focus of creating value for shareholders and assuring the profitability of our assets, even in a scenario in which demand has not registered the same growth rates observed in prior quarters.

Moving on, slide 8 presents a comparison of net income between 1Q09 and 1Q08.

The chart summarizes the main effects on our results in relation to 1Q08 and shows the positive impact from the lower jet fuel costs, which was mainly driven by lower consumption, since we stopped operating long-haul flights as of mid-2008, and by the return of the WTI barrel price to historical levels.

Another highlight was the reduction in selling expenses, which reflected the implementation of a new integrated sales system, which allows us to integrate the systems of VARIG and GOL while reducing operating costs and optimizing selling expenses.

On slide 9, we show the changes in our cash position in the quarter, and later I will comment briefly on the evolution of our cash flow so that you can better understand our day-to-day operations.

Cash and cash equivalents closed the quarter at R$395 million, declining by 11.4% from year-end 2008.

This reduction in cash from the fourth quarter is due to the following impacts.

1- The payment of R$88.0 million related to maintenance services in the quarter.

2- The prepayment of the hedge operations coming due over the course of 2009, which resulted in a cash reduction of R$129 million. We opted for this alternative, even though we were aware of the cash outlay involved. However, the entire amount of this loss is in fact classified under restricted cash, and therefore the transaction has no impact on our day-to-day operations.

3- Investments in fixed assets that were already scheduled and are related to works for the new maintenance center in Confins as well as other investments, which totaled R$48 million.

These three factors were partially offset by the inflow of R$100.0 million from the first installment of the capital increase in March 2009.

In April, the cash position increased by roughly R$50 million, related to the second installment of the capital increase and this week the position was augmented by the remaining R$50 million installment.

Straying slightly from the quarterly results, in April, there was a high concentration of maturities of deposits that previously were guaranteed by letters of credits that were not renewed until now for the maintenance deposits. The total cash expenditure to substitute these deposits was R$200 million, which could return once the broader credit market shows signs of improvement.

On the other hand, a positive development was the announcement of the raising of R$400 million with the issue of simple, non-convertible debentures through VRG LINHAS AÉREAS S.A., GOL's operational unit, in the total amount of R$400 million, which was guaranteed by credit card receivables. The debentures were fully subscribed by Banco do Brasil, with maturity in 2 years, an initial grace period of 6 months, and 18 monthly amortizations paying 126.5% of the CDI rate.

This transaction was very positive for us, helping us rebuild the cash position and showing that GOL's problem is not a lack of credit, but rather aligning today's market interest rates with the company's pursuit of operating cash flow.

We are moving forward with our plans to rebuild GOL's cash position in order to reach the level of R$800 million by March 2010, and we firmly believe we are on the right path.

On slide 10, we present our general guidance for 2009 for the investors and analysts involved in forecasting our results. The changes in relation to the previous guidance are due to a revision to reflect the new levels of the exchange rate, fuel prices and maintenance expenses, given the total fleet. The Company has revised its market growth and RPK assumptions to reflect the recent changes in its network, transferring some of its flights to the domestic market. We expect to transport 28 million passengers with 40.5 billion ASKs, and 24.5 billion RPKs, and expect to close the year with a fleet of 108 aircraft.

We project an average fuel cost per liter of R$1.50 for 2009. We estimate non-fuel CASK of R$9.97 cents, partially due to the maintenance costs of returned aircraft and a lower aircraft utilization rate.

And we expect the addition of larger and more cost-effective aircraft to partially offset any increases in fuel prices.

Thank you. We are now available to take your questions.

Nicolai Sebrell, Morgan Stanley:

Good morning. First could you talk a little bit about the debenture issue that you announced yesterday? Is it going to be in Reais or is it going to be in USD? What is the maturity, and roughly if you can give an estimate, what do you think it might cost? That is the first question.

Second question, if you could talk a little bit about the yield performance, what you are seeing right now, the load factors, obviously, we have seen they were down considerably year over year. Where are you seeing yields so we might figure out what that means for RASK in the 2Q? Thank you.

Leonardo Pereira:

I will answer the first part of the question, then I will pass on to Júnior. What we are announcing is a local currency debenture that has a two-year maturity, final maturity. It has six months grace period and then 18 equal installments of amortization. The price is at 126.5% of CDI that we can repay, prepay at any time if we want.

Constantino de Oliveira Júnior:

I will talk about the yields, Nicolai, in the 2Q we are expected to see a slightly lower yield than we had in the 1Q, as the 2Q is worst, probably the worst quarter in terms of revenue considering the seasonal effect. So that is the situation for the 2Q.

Regarding our load factor, we are really working to achieve revenues and improve our margins and results and not just looking for load factor but looking for better RASK. And we are seeing that our load factor probably will be maintained on the level of 60% during this 2Q09.

Nicolai Sebrell:

OK. That is helpful. Thank you.

Duane Pfennigwerth, Raymond James:

Hi. Good morning. Just following up on the previous question. Can you give us a sense for unit revenue growth or decline that you expect in the 2Q all in here?

Constantino de Oliveira Júnior:

Sorry, regarding the growth?

Duane Pfennigwerth:

Of RASK.

Constantino de Oliveira Júnior:

You want to know about the 2Q last year?

Duane Pfennigwerth:

No. 2Q RASK year to year, you expect that to be up?

Constantino de Oliveira Júnior:

Yes. Probably, we will see a better RASK during this quarter. Last year we had a tough environment, we saw Varig and GOL competing in the same market. Now we have a much more rational network and we will collect the benefits of margin probably covering all of these flights and the concentration on the main markets, the main market in Brazil like São Paulo, Rio, Brasília and Belo Horizonte. So considering that, we expect a better RASK on this year than on the 2Q of last year.

Duane Pfennigwerth:

OK. And in terms of the 1Q, can you provide us any detail on the yields in international versus domestic?

Constantino de Oliveira Júnior:

Sorry again, but we do not have here the numbers separately, but I can tell you that the yields on the domestic market were much higher or better than the yields on the international market in South America. I cannot tell you right now exactly how much.

Duane Pfennigwerth:

OK. And then excluding this financing that you are pursuing, where would cash be just from operations, where would you expect your cash balance to be at the end of the 2Q?

Leonardo Pereira:

We depend very much on another key step that we are addressing inside the Company. What I can assure you is that we are not going to start seeing cash levels normal.

Duane Pfennigwerth:

I am sorry, I did not quite understand that. So should cash burn in the 2Q, access financing and…?

Leonardo Pereira:

Our cash at the end of the 2Q will be up compared to the 1Q, but I would not like to give a range because it depends very much on some steps that we are taking that may produce results, even in the 2Q or in the 3Q. But as this R$400 million come in, as we have another R$100 million, let us say, after March 31st from the CASK increase and as we continue to generate cash from operation, there is a positive trend. So in other words, we are on the right track to reach the R$800 million by yearend.

Duane Pfennigwerth:

OK. And then just lastly I think Jim might have a question, what was your share count at the end of the March quarter and what is that expected to be after the closing of your first financing here?

Leonardo Pereira:

I am sorry?

Duane Pfennigwerth:

Your diluted share count in March and at the end of the second quarter.

Leonardo Pereira:

Share price?

Duane Pfennigwerth:

Share count, how many shares are outstanding?

Leonardo Pereira:

OK, how many shares are outstanding.

Rodrigo Alves:

The shares were not issued yet because the capital increase is not fully completed. There is only a small amount left. It is less than I think 1,000 shares or something like this. But as we do not have the full number to be finished, we will only be able to disclose all the figures by the end of the operation.

Constantino de Oliveira Júnior:

Duane, I would say, let me give you a number. We know that this capital increase will increase the number of shares by 26 million shares. So if we add to the current level, which is in the press release of 203 million shares, we will have approximately 229 million shares outstanding.

Duane Pfennigwerth:

Thank you. Jim, do you have a question?

James Parker:

Yes, I have questions. Good morning, Júnior and Leo. I wanted to ask you about the 767s, which you did address partially, you are saying that you got rid of one of them and in return you got a 737-800 or what was that?

Constantino de Oliveira Júnior:

Good morning, Jim. In this case we returned a 767 during the last month to IFC and on this deal we said we would arrange, we changed the 767 to a 737-800, but we still have six aircraft 767-300 between 200s and 300s, which we are still paying the average of US$450,000 to US$500,000 monthly.

James Parker:

And Júnior, you indicated that maybe you have some sort of a verbal agreement or a letter of intent to move some of those airplanes, but I hear that has been going on for the last couple of quarters that there was some verbal agreement to sell the airplanes, and that they are not moving and the market of course was very hard. Is it likely that you will end up placing some more of those airplanes in the near future?

Constantino de Oliveira Júnior:

Well, I did not say about verbal agreements, of course, we have some amortize payments we have been working to start replacing the aircraft considering the possibility of even wet lease, sublease or even an early return to the lessors, but I would like to really give you better news, but I cannot assure that we will take the aircraft in a certain period of time. But we have now four LOIs already signed with a confidential agreement. But we have four LOIs as mentioned but not with a timeframe to finish these deals.

James Parker:

OK. You may have addressed this, but your return costs on the fleet transition away from 300s has been substantial. Are you about through with that? How much more going forward in the 2Q and for the rest of the year are we going to see in terms of recurring cost?

Constantino de Oliveira Júnior:

OK. We really return, we did return, we grounded six aircraft during the 1Q to return to 737-300s and we still have another nine during this year to return between 2Q, 3Q and 4Q. And we are spending something around US$1 million and US$1 .2 million in each to return these aircraft plus the grounded situation which affects our CASK since these aircraft are not producing during this period.

James Parker:

Yes. So Júnior, after those nine, what happens, what about next year returning aircraft, are you through with the transition?

Constantino de Oliveira Júnior:

Next year, as our pretentions, we will see another nine aircraft from Boeing and we will return six or seven aircraft from the rest. But we will be talking about newer aircrafts than the 300s and probably with a lower cost.

James Parker:

Yes. OK. Thanks very much.

Mike Linenberg, Bank of America Merrill Lynch:
Yes. Two questions, first, there was no earnings per share or earnings per ADS. And I guess presumably that is because we do not have a final share count since you are in the midst of the capital increase, is that correct?

Constantino de Oliveira Júnior:

Yes, because although, as we have said, most of the money has already come in. We still have a very small number of shares that are being analyzed this week. So that is the reason why we did not quote.

Rodrigo Alves:

For accounting purposes, you must keep the same amount of shares as you had versus the previous quarter. That is why probably the operation was not finished.

Michael Linenberg:

Perfect. That is helpful. Then just my second question, can you talk about the ramp up of new service out of Santos Dumont, what you are seeing on bookings? And I am not sure if you are actually competing directly with Azul in any markets, as of yet, but there may be some competition. What are you seeing in that regard? That would be great, thanks.

Constantino de Oliveira Júnior:

Michael, our flights from Santos or those from Belo Horizonte, Brasília and we have some flights to Vitória. So we start this flight two weeks ago. Things are going OK, but our flights from Galeão are still better than the flights from Santos Dumont. So we are really seeing the ramp up in terms of load factors increasing now, but we have a very short period of statistics to really understand better how the market will react with the transfers from Galeão to Santos Dumont. What is important to say is that until now, this change is not affecting our flights at Galeão airport.

Michael Linenberg:

OK. That is what I was going to ask, if you are actually seeing some loss of passengers on your Galeão flights. As a follow up, what is the fare differential between the service out of Galeão versus the fares out of Santos Dumont? And again, I realize that you have a new entrant in the Santos Dumont market, are they significantly lower? Any color on that would be great.

Constantino de Oliveira Júnior:

No. It is practically the same, we are talking about the airports with distance of less than 20 minutes one from the other. So they are very close and they compete between them. That means we keep quite the same CASK from Galeão as you have some from Santos Dumont to this market, not only from Galeão to São Paulo or Santos Dumont to São Paulo where we have a shuttle service that we can compare.

Michael Linenberg:

OK. Very good. Thank you, Júnior.

Jamie Baker, JPMorgan:

Good morning, and I apologize, there was somewhat a bad connection and this may be the same question that Jim Parker asked. If you succeed in disposing the remaining 767s at some reasonable point this year, how much of an improvement to the R$9.97 CASK would you anticipate?

Constantino de Oliveira Júnior:

We are anticipating from the moment that we priced, we had success in returning those planes, our CASK ex-fuel would improve by R$0.01.

Jamie Baker:

OK, I understand. And secondly, could you give us a consolidated capacity for the remaining three quarters, year-over-year percent change or in actual ASKs, either way is would be helpful. How the remaining three quarters tied to the guidance of 40.5, I guess that is a billion ASKs?

Constantino de Oliveira Júnior:

Just a minute, Jim, you are asking how much will come from the next three quarters?

Jamie Baker:

Yes, so 2Q ASKs, 3Q ASKs, and 4Q. We know they have to add up to about 40.5, I believe the figure is.

Constantino de Oliveira Júnior:

I am just trying to find the right number to give you.

Jamie Baker:

Thank you.

Constantino de Oliveira Júnior:

OK, let us do the following, let us expect that in the 2Q, we repeat the same level of ASK, in other words approximately 49.5 million, and then let us say 10.7 million for the 3Q and 10.8 million for the last quarter.

Jamie Baker:

Okay. That is very helpful. Thank you, gentlemen.

Dan McGoey, Deutsche Bank:

Good morning, gentlemen. A question about costs, non-fuel CASKs were better than expected in the 1Q. One of the areas you said on was sales and marketing expenses. Can you give a little bit of an outlook as to where that came from and how sustainable it is?

And then on the revised guidance for slightly higher non-fuel CASKs, I think it is at 12.5%. Given those changes to the assumptions on the FX rate, can you talk a little bit about where that increased cost assumption comes from?

Constantino de Oliveira Júnior:

OK. Let us go first to the first part of your question, which you mentioned about selling expense coming down. The main reason is that we have reviewed the relationship with our sales agents. So that is the main reason why these expenses came down. And I think we did that without any harm in terms of our relationship which we have with them.

In the terms of going forward, why we are projecting a slight increase in fees? It is that basically, the reflections because of maintenance expenses that we may with programs incur as we said about that and also fuel price.

Daniel McGoey:

OK. So that is mainly expenditures that you will incur in the 2Q and not likely to recoup with the younger average fleet age later on in the year.

Constantino de Oliveira Júnior:

I am sorry, I though your question was ex-fuel. Yes, we are still facing a conservative stance in terms of the schedule of the delivery of the planes that are non-operation.

Daniel McGoey:

OK. One other follow up, if I may, the April traffic was also from ANAC that was just published yesterday. The RPKs for GOL is considerably weaker than its competitors or peers. Can you speak a little bit why the RPK performance for GOL was so much weaker than its peers in April?

Constantino de Oliveira Júnior:

We have been managing our revenues in terms of achieving a good RASK in the sense and we are very focused on the quality of revenues in terms of maintaining our margins, our operating margins, and good results. For instance, we think about growth and so bear with us in terms of RASK.

We have been rational in terms of offering more seats and also we have been rational in terms of managing our revenues. Soon as we have the possibility to do that and also achieve a better RASK or a better RPK growth, we will do that, but now our thought is much more on the quality of revenues.

Daniel McGoey:

Would you say that the competitors turned considerably more aggressive than in the month of April in terms of RASKs or yields?

Constantino de Oliveira Júnior:

Exactly, exactly.

Daniel McGoey:

OK. Thank you.

Stephen Trent, Citigroup:

Good morning, gentlemen. Just two to three for me. The first question is looking at the interline agreements you have, Air France-KLM, Continental, etc. Do you anticipate any adjustments to those agreements now that Continental and Copa have announced that they are leaving SkyTeam?

Constantino de Oliveira Júnior:

Sorry. Regarding the interline agreements, we have been keeping contact and developing our relationship with the major airlines around the world. And also improving that code-share between Air France-KLM and we have also been working and talking with another long-haul airline to really include them here in Brazil and also distribute their flight industry. So considering that, we have been talking with a large number of airlines in North America and Europe.

Leonardo Pereira:

But I think your question is about any impact, right?

Stephen Trent:

Yes. That is exactly.

Leonardo Pereira:

Well, I do not think there would be any impact in the current agreements we have with Air France-KLM, because of the deal that you said about before. That was your question, right?

Stephen Trent:

Yes. That is perfect. Thank you. And then just two others for me. Second, do you have any update as to what is occurring with Pantanal flights to Congonhas and any thoughts as to how you might proceed going forwards at Congonhas with these slots apparently in place?

Constantino de Oliveira Júnior:

I am sorry, can you repeat your question? Sorry, the connection is not that good.

Stephen Trent:

Sure. I was curious about if you have any update with respect to Pantanal's flight Congonhas airport? And how you are thinking about that strategically going forward as the slots, if I am not mistaken, are still in play?

Constantino de Oliveira Júnior:

Pantanal is under bankruptcy process, what we have been found this was for sale, but regarding their slot at Congonhas, the company who is looking for these slots will also have to buy the company, the slots will come with the company and we are not considering any kind of acquisition or merger at this time. So we have been following this process. I cannot assure you when this will be finalized. So I do not know if I answered your question.

Stephen Trent:

Yes, Júnior, thank you. That was what I was looking for. My final question is with regards, maybe a simple one, just looking at the IFRS accounting, if we look back at the first part of 2008, the re-stated EBITDAR you gave is significantly higher than the U.S. GAAP

EBITDAR that was originally reported. It looks like a fair bit of that is coming from miscellaneous operating expenses, but if you could just refresh my memory as to what basic adjustments you may have made to that line?

Constantino de Oliveira Júnior:

What we can do is disclose that in the website for everyone, but I think it would be a bit confusing if we go into that right now. But I got your question which is why we have a higher EBITDAR in the 1Q08, in IFRS, and we will address that in our Q&A session in the website.

Stephen Trent:

OK. Thanks very much, guys.

Luiz Campos, Credit Suisse:

My question has been answered, thank you.

Victor Mizusaki, Itaú:

Good morning. I wanted to confirm if you had a guarantee for this debenture statement of R$400 million? And also confirm if we take at your maintenance cost, you had mentioned in your press release that you had a R$88 million of non-recurring expenses, but if I exclude this amount, the maintenance expense should be R$35 million, which is very low, so I would like to know what we can expect for…

Leonardo Pereira:

Victor, could you repeat, please?

Victor Mizusaki:

OK. My first question is if you have a guarantee for the debentures placement? And my second question is in regards to the maintenance cost. You mentioned in the press release that you had a R$88 million of non-recurring expense. But if you make the adjustment, the minimum maintenance expense should be R$35 million. It seems to be very low if you compare it to the historic average, so what can we expect going forward for this maintenance expense?

Leonardo Pereira:

Victor, we cannot understand you.

Constantino de Oliveira Júnior:

I think the first question I understood, you are asking about the guarantee for the local currency issuance, is that correct?

Victor Mizusaki:

Yes.

Constantino de Oliveira Júnior:

It is partially guaranteed by the receivables, partially. The second point was related to maintenance, right?

Victor Mizusaki:

Perfect.

Constantino de Oliveira Júnior:

And then you were asking about the R$88 million, and if we exclude this R$88 million from the expense line, we are saying that the maintenance come down to a very low level. Is that what you are saying?

Victor Mizusaki:

Yes. You are right.

Constantino de Oliveira Júnior:

In the maintenance costs, on this R$88 million, we have a higher concentration of shop visit, engine shop visits during the 1Q, larger than we were expecting. During the 2009, we will see a very high number of engines that will do maintenance, but we have during the 1Q a higher concentration than we were previously reviewing. That means we bring some engines from the 4Q to the 1Q and also we lost two engines, a problem that were not expected and that created situations where we have spent much more with engines and also the aircraft returnings.

And considering that, the residual cost, the cost out of this R$88 million goes down, but that is a situation where we are considering the maintenance without the return, maintenance for the 737-300s and also considering that we will not have this kind of concentration of engine shop visits for the next quarters.

Victor Mizusaki:

OK, thank you.

Bob McAdoo, Avondale Partners:

Hello. I have two or three questions relating to the other income and expense lines for the current quarter, for the 1Q. The first one is, going from the 4Q08 until 1Q09, what you referred to as interest revenue, it jumps from a negative 1258 to a positive 73 million. Can you explain what happened there?

Leonardo Pereira:

Yeah, the 73 million is related to the hedge gain. What we did, better explained this in the press release. We separated the hedge gains and losses in our financial expenses. Also if you see the overall effects on the hedge operations, we opened a hedge section in the press release. I think this will explain, the net results of 29 million negative effect, was however you have gains and losses. The losses are on the other expenses and the gains in the interest revenue. Is that it?

Bob McAdoo:

And which hedge gains and losses are on currency hedges or fuel hedges?

Leonardo Pereira:

It is currency, fuel and interest.

Constantino de Oliveira Júnior:

If you go to the press release on page 10, there we have released a breakdown of what is fuel and what is currency and what is maintenance. If you go to the press release on page...

Leonardo Pereira:

Page 10 I think. 10 and 11 we have net financial results and you have...

Constantino de Oliveira Júnior:

Yes, it starts on page nine, income from hedge operations and then you will be able to see this breakdown of what comes from fuel, what comes from currency and what comes from the interest rate.

Bob McAdoo:

OK. Let me study that and if I have further questions I just give you a call. Thank you.

StephenTrent, Citigroup:

Good morning, guys. Just one more for me that I had forgotten to ask before, as a follow-up, I notice on page 10 of your release you gave some color, your fuel hedge positions. I was wondering if you could tell us approximately what strike prices you are hedged at?

Leonardo Pereira:

At around US$64 per barrel.

Stephen Trent:

OK. Great. That is it for me.

Operator:

This concludes the question-and-answer section. At this time I would like to turn the floor back to Mr. Constantino de Oliveira Júnior for any closing remarks.

Constantino de Oliveira Júnior:

I would like to thank you very much for your attention and to be with us during this morning. Thank you.

Operator:

Thank you. This concludes today's GOL conference call. You may now disconnect your lines.