

Gol Intelligent Airlines Inc.  
Form 6-K  
March 05, 2007

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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 March, 2007**

**(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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**Rua Tamoios 246  
Jardim 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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**GOL Announces Traffic Statistics for February 2007**

**São Paulo, March 5, 2007** - GOL Linhas Aéreas Inteligentes (NYSE: GOL and Bovespa: GOLL4), Brazil's low fare, low cost airline, today released preliminary passenger statistics for the month of February 2007. System-wide passenger traffic (RPK) increased 66% and capacity (ASK) increased 61% year-over-year. GOL's system load factor for the month of February 2007 was 72%.

Domestic passenger traffic (RPK) for February increased 55% and capacity (ASK) increased 51%. GOL's domestic load factor for the month of February 2007 was 73%. International passenger traffic (RPK) for February increased 186% and capacity (ASK) increased 171%. International load factor for the month of February 2007 was 70%. Average fares were reduced by approximately 18% versus February 2006.

| <b>Operating Data</b>       | <b>February<br/>2007 *</b> | <b>February<br/>2006 *</b> | <b>Change<br/>(%)</b> |
|-----------------------------|----------------------------|----------------------------|-----------------------|
| <b>Total System</b>         |                            |                            |                       |
| ASK (mm) <sup>(1)</sup>     | 2,165.1                    | 1,341.5                    | 61.4%                 |
| RPK (mm) <sup>(2)</sup>     | 1,565.2                    | 940.6                      | 66.4%                 |
| Load Factor <sup>(3)</sup>  | 72.3%                      | 70.1%                      | +2.2 p.p.             |
| <b>Domestic Market</b>      |                            |                            |                       |
| ASK (mm) <sup>(1)</sup>     | 1,837.0                    | 1,220.3                    | 50.5%                 |
| RPK (mm) <sup>(2)</sup>     | 1,336.6                    | 860.7                      | 55.3%                 |
| Load Factor <sup>(3)</sup>  | 72.8%                      | 70.5%                      | +2.3 p.p.             |
| <b>International Market</b> |                            |                            |                       |
| ASK (mm) <sup>(1)</sup>     | 328.1                      | 121.2                      | 170.7%                |
| RPK (mm) <sup>(2)</sup>     | 228.6                      | 79.9                       | 186.1%                |
| Load Factor <sup>(3)</sup>  | 69.7%                      | 65.9%                      | +3.8 p.p.             |

(\* ) February 2007 - preliminary data; final data for February 2006.

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

(2) *Revenue passenger kilometers* represents the numbers of kilometers flown by revenue passengers.

(3) *Load factor* represents the percentage of aircraft seating capacity that is actually utilized (calculated by dividing revenue passenger kilometers by available seat kilometers).

### **About GOL Linhas Aéreas Inteligentes**

GOL Linhas Aéreas Inteligentes is one of the most profitable and fastest growing low-cost, low-fare airlines in the industry worldwide. GOL provides frequent service on routes connecting all of Brazil's major cities as well as primary destinations in Argentina, Bolivia, Chile, Paraguay, Peru and Uruguay through its more than 610 daily flights to 56 major airports. GOL offers daily flights to more destinations in Brazil than any other domestic airline while providing customers with the most convenient flight schedules in the country. GOL operates a young, modern fleet of Boeing 737s, the safest and most comfortable aircraft of its class, with low maintenance, fuel and training costs, and high aircraft utilization and efficiency ratios. In addition to safe and reliable service, which stimulates GOL's brand recognition and customer satisfaction, the Company's single class of service is recognized as the best value proposition in the market. GOL's growth plans include increasing frequencies in existing markets and adding service to additional markets in both Brazil and other high-traffic South American travel destinations. GOL shares are listed on the NYSE and the Bovespa. GOL: here everyone can fly!

For more information, flight times and fares, please access our site at [www.voegol.com.br](http://www.voegol.com.br) or call: 0300-789-2121 in Brasil, 0810-266-3131 in Argentina, 800-1001-21 in Bolívia, 1 888 0042 0090 or 1230 020 9104 in Chile, 0004 055 127 in Uruguai, 009 800 55 1 0007 in Paraguai, 0800 52 900 in Peru and 55 11 2125-3200 in other countries.

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*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.*

