

Gol Intelligent Airlines Inc.  
Form 6-K  
September 04, 2008

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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 September, 2008**

**(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 August 2008

**São Paulo, September 3, 2008** - GOL Linhas Aéreas Inteligentes S.A. (NYSE: GOL and Bovespa: GOLL4), the parent company of Brazilian airlines GOL Transportes Aéreos S.A. and VRG Linhas Aéreas S.A., today released preliminary passenger statistics for the month of August 2008. Consolidated domestic passenger traffic (RPK) for August 2008 increased 16% and capacity (ASK) increased 14% year-over-year (vs. August 2007). Domestic consolidated load factor for the month was 55% and international consolidated load factor was 69%. GOL's total system load factor for the month of August was 58%.

GTA's domestic passenger traffic (RPK) for August 2008 was 1,264mm and capacity (ASK) was 2,315mm. International passenger traffic (RPK) was 172mm and capacity (ASK) was 259mm. VRG's domestic passenger traffic (RPK) for August 2008 was 165mm and capacity (ASK) was 298mm. International passenger traffic (RPK) was 295mm and capacity (ASK) was 421mm.

Consolidated Operating Data	August 2008 *	August 2007 *	Change (%)
<b>Total System</b>			
ASK (mm) <sup>(1)</sup>	3,292.7	2,999.2	9.8%
RPK (mm) <sup>(2)</sup>	1,895.0	1,625.1	16.6%
Load Factor <sup>(3)</sup>	57.6%	54.2%	+3.4 p.p.
<b>Domestic Market</b>			
ASK (mm) <sup>(1)</sup>	2,612.4	2,289.2	14.1%
RPK (mm) <sup>(2)</sup>	1,428.6	1,232.3	15.9%
Load Factor <sup>(3)</sup>	54.7%	53.8%	+0.9 p.p.
<b>International Market</b>			
ASK (mm) <sup>(1)</sup>	680.3	710.0	-4.2%
RPK (mm) <sup>(2)</sup>	466.4	392.8	18.7%
Load Factor <sup>(3)</sup>	68.6%	55.3%	+13.3 p.p.

(\* ) August 2008 - preliminary data; final data for August 2007.

(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).

#### CONTACT:

#### About GOL Linhas Aéreas Inteligentes S.A.

**IR**  
Ph.: (5511) 3169-6800

GOL Linhas Aéreas Inteligentes S.A. (NYSE: GOL and Bovespa: GOLL4) is the parent company of Brazilian airlines GOL Transportes Aéreos S.A. and VRG

[ri@golnaweb.com.br](mailto:ri@golnaweb.com.br)  
[www.voegol.com.br/ir](http://www.voegol.com.br/ir)

**Media**

Ph.: (5511) 3169-6967  
[comcorp@golnaweb.com.br](mailto:comcorp@golnaweb.com.br)

Edelman:

N. Dean & M. Smith  
Ph: 1 (212) 704-4484 /  
704-8196

[noelle.dean@edelman.com](mailto:noelle.dean@edelman.com)  
[meaghan.smith@edelman.com](mailto:meaghan.smith@edelman.com)

Linhas Aéreas S.A GTA offers over 640 daily flights to 57 destinations connecting the most important cities in Brazil as well as the main destinations in South America. VRG offers over 120 daily flights to 14 destinations in Brazil. GTA and VRG operate a young, modern fleet of Boeing aircraft, the safest and most comfortable aircraft of its class, with low maintenance, fuel and training costs, and high aircraft utilization and efficiency ratios. The Company's service is recognized as the best value proposition 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 management. Such forward-looking statements depend, substantially, on external factors, besides those 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: September 03, 2008

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

By:                                   
                                /S/ Anna Cecília Bettencourt  
                                Cochrane

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Name: Anna Cecília Bettencourt Cochrane  
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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