

Transport Canada gathers, through Statistics Canada, the results of traffic carried and revenue generated over bilateral routes but no comprehensive post-audit is performed, nor do any formal benchmark criteria exist against which particular or overall bilateral results are assessed. The rule of thumb has been that if there are no complaints from Canadian carriers; then no post-audit is performed. Route evaluations are commonly conducted only when a round of negotiations is scheduled. The data collected by Statistics Canada is used more extensively for forecasting future levels of activity in the industry and at airports in Canada. The disaggregated data is considered competitively sensitive and therefore is accorded confidential treatment, in perpetuity. It is only available to interested parties if the carriers agree to its release.

The economic impact of air services to and from Canada is significant to the economy of the nation. Some communities have estimated the economic impact of air transport operations. For example, at Vancouver, it was estimated that the International airport accounted for:

- 2.7 percent of 1988 gross domestic product of the Province of British Columbia
- \$1.5 billion in wages and profits

² Boeing Commercial Airplane Co. forecasts no growth for the U.S. market until 1994 with 3% p.a. from 1995-2005. (*Aviation Week and Space Technology*, 4 March 1991, p. 23.) McDonnell Douglas forecasts 5-6% p.a. for North America for the next two decades, versus 6.5% p.a. for the world overall. (*Aviation Week and Space Technology*, 18 March 1991, p. 81.)