STRATEGIC ACTIONS OVERVIEW & FINANCIAL RESULTS FOR THE THIRD QUARTER 2018

November 8, 2018

BOMBARDIER

CAUTION REGARDING FORWARD-LOOKING STATEMENTS

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This presentation includes forward-looking statements, which may involve, but are not limited to: statements with respect to our objectives, guidance in respect of various financial metrics and sources of contribution thereto, targets, goals, priorities, market and strategies, financial position, market position, capabilities, competitive strengths, beliefs, prospects, plans, expectations, anticipations, estimates and intentions; general economic and business outlook, prospects and trends of an industry; expected growth in demand for products and services; product development, including projected design, characteristics, capacity or performance; expected or scheduled entry-into-service of products and services, orders, deliveries, testing, lead times, certifications and project execution in general; competitive position; the expected impact of the legislative and regulatory environment and legal proceedings on our business and operations; strength of capital profile and balance sheet, creditworthiness, available liquidities and capital resources, expected financial requirements and ongoing review of strategic and financial alternatives; the introduction of productivity enhancements and restructuring initiatives and anticipated costs, intended benefits and timing thereof; the expected continued expansion of the business aircraft aftermarket; the objectives and financial targets underlying our transformation plan and the timing and progress in execution thereof, including the anticipated business transition to cash generation; expectations and timing regarding an opportunistic redemption of CDPQ's investment in BT Holdco; intentions regarding the CRJ program; the funding and liquidity of C Series Aircraft Limited Partnership (CSALP); the impact and expected benefits of the transaction with Airbus, on our operations, infrastructure, capabilities, development, growth and other opportunities and prospects, geographic reach, scale, assets and program value, footprint, financial condition, access to capital and overall strategy; and the impact of such transaction on our balance sheet and liquidity position. As it relates to the strategic actions and proposed sale of the Q Series Aircraft program and Business Aircraft's flight and technical training activities discussed herein, this presentation also contains forward-looking statements with respect to: the expected terms, conditions, and timing for completion thereof; the respective anticipated proceeds and use thereof, related costs and expenses, as well as the anticipated benefits of such actions and transactions; and the fact that closing of these transactions will be conditioned on certain events occurring, including the receipt of necessary regulatory approval.

Forward-looking statements can generally be identified by the use of forward-looking terminology such as "may", "will", "shall", "can", "expect", "estimate", "intend", "anticipate", "plan", "foresee", "believe", "continue", "maintain" or "align", the negative of these terms, variations of them or similar terminology. Forward-looking statements are presented for the purpose of assisting investors and others in understanding certain key elements of our current objectives, strategic priorities, expectations and plans, and in obtaining a better understanding of our business and anticipated operating environment. Readers are cautioned that such information may not be appropriate for other purposes.

By their nature, forward-looking statements require management to make assumptions and are subject to important known and unknown risks and uncertainties, which may cause our actual results in future periods to differ materially from forecast results set forth in forward-looking statements. While management considers these assumptions to be reasonable and appropriate based on information currently available, there is risk that they may not be accurate. The assumptions underlying the forward-looking statements made in this presentation in relation to the transaction with Airbus include the following material assumptions: the accuracy of our analyses and business case including estimated cash flows and revenues over the expected life of the program and thereafter; aircraft prices, unit costs and deliveries gradually improving during the acceleration phase; assumptions regarding the strength and quality of Airbus' scale, reach, sales, marketing and support networks, supply chain and operational expertise, and customer relationships; the fulfilment and performance by each party of its obligations pursuant to the transaction agreement and future commercial agreements and absence of significant inefficiencies or other issues in connection therewith; the realization of the anticipated benefits and synergies of the transaction in the timeframe anticipated; our ability to continue with our funding plan of CSALP and to fund, if required, any cash shortfalls; adequacy of cash planning and management and project funding; and the accuracy of our assessment of anticipated growth drivers and sector trends. The assumptions underlying the forward-looking statements made in this presentation in relation to the strategic actions and proposed sale of the Q Series Aircraft program and Business Aircraft's flight and technical training activities discussed herein include the following material assumptions: the satisfaction of all conditions of closing and the successful completion of such strategic actions and transactions within the anticipated timeframe, including receipt of regulatory approvals. For additional information with respect to the assumptions underlying the forward-looking statements made in this presentation, including as relates to 2018 guidance, refer to the Strategic Priorities and Guidance and forward-looking statements sections in Overview and in each reportable segment of our financial report for the fiscal year ended December 31, 2017. For additional information with respect to the assumptions underlying the forward-looking statements relating to 2019 guidance, refer to the assumptions page in this presentation.

With respect to the transaction with Airbus specifically, certain factors that could cause actual results to differ materially from those anticipated in the forward-looking statements include, but are not limited to: reliance on our analyses and business case including estimated cash flows and revenues over the expected life of the program and thereafter; the occurrence of an event, change or other development having an adverse effect on Airbus' scale and reach, sales, marketing or support networks, supply chain, operations, or customer relationships; the failure by either party to satisfy and perform its obligations pursuant to the transaction agreement and future commercial agreements and/or significant inefficiencies or other issues arising in connection therewith; the failure to realize, in the timeframe anticipated or at all, the anticipated benefits and synergies of the transaction; risks associated with our ability to continue with our funding plan of CSALP and to fund, if required, the cash shortfalls; inadequacy of cash planning and management and project funding; and reliance on our assessment of anticipated growth drivers and sector trends. Certain other factors that could cause actual results to differ materially from those anticipated in the forward-looking statements include, but are not limited to, risks associated with general economic conditions, risks associated with our business environment (such as risks associated with "Brexit", the financial condition of the airline industry, business aircraft customers, and the rail industry; trade policy; increased competition; political instability and force majeure events or natural disasters), operational risks (such as risks related to developing new products and services; development of new business; the certification and homologation of products and services; fixed-price and fixed-term commitments and production and project execution; pressures on cash flows and capital expenditures based on project-cycle fluctuations and seasonality; our ability to successfully implement and execute our strategy, transformation plan, productivity enhancements and restructuring initiatives; doing business with partners; product performance warranty and casualty claim losses; regulatory and legal proceedings; environmental, health and safety risks; dependence on certain customers and suppliers; human resources; reliance on information systems; reliance on and protection of intellectual property rights; and adequacy of insurance coverage), financing risks (such as risks related to liquidity and access to capital markets; retirement benefit plan risk; exposure to credit risk; substantial existing debt and interest payment requirements; certain restrictive debt covenants and minimum cash levels; financing support provided for the benefit of certain customers; and reliance on government support), market risks (such as risks related to foreign currency fluctuations; changing interest rates; decreases in residual values; increases in commodity prices; and inflation rate fluctuations). For more details, see the Risks and uncertainties section in Other in the MD&A of our financial report for the fiscal year ended December 31, 2017. With respect to the strategic actions and proposed sale of the Q Series Aircraft program and Business Aircraft's flight and technical training activities discussed herein specifically, certain factors that could cause actual results to differ materially from those anticipated in the forward-looking statements include, but are not limited to: the failure to receive or delay in receiving regulatory approvals, or otherwise satisfy the conditions to the completion of such strategic actions and transactions or delay in completing and uncertainty regarding the length of time required to complete such strategic actions and transactions, and the funds and benefits thereof not being available to Bombardier in the time frame anticipated or at all; alternate sources of funding that would be used to replace the anticipated proceeds and savings from such strategic actions and transactions, as the case may be, may not be available when needed, or on desirable terms. Accordingly, there can be no assurance that the proposed strategic actions and/or proposed sale of the Q Series Aircraft program and Business Aircraft's flight and technical training activities will occur or that the anticipated benefits will be realized in their entirety, in part or at all. There can also be no assurance that the intended benefits from the productivity enhancements and restructuring initiatives discussed herein will be realized in their entirety, in part or at all, or on the completion, the form, or the timing of a BT Holdco buy-back.

Readers are cautioned that the foregoing list of factors that may affect future growth, results and performance is not exhaustive and undue reliance should not be placed on forward-looking statements. Other risks and uncertainties not presently known to us or that we presently believe are not material could also cause actual results or events to differ materially from those expressed or implied in our forward-looking statements. In addition, there can be no assurance that the anticipated strategic benefits and operational, competitive and cost synergies of the transaction with Airbus will be realized in their entirety, in part or at all. The forward-looking statements set forth herein reflect management's expectations as at the date of this presentation and are subject to change after such date. Unless otherwise required by applicable securities laws, we expressly disclaim any intention, and assume no obligation to update or revise any forward-looking statements, whether as a result of new information, future events or otherwise. The forward-looking statements contained in this presentation are expressly qualified by this cautionary statement.

All amounts in this presentation are expressed in U.S. dollars, rounded to the nearest decimal, unless otherwise indicated. 2020 financial objectives in this presentation reflect the deconsolidation of the C Series program. This presentation should be read in conjunction with the Corporation's 2018 Third Quarterly Report. This presentation contains both IFRS and non-GAAP measures. Non-GAAP measures are defined at the end of this presentation and reconciled to the most comparable IFRS measures in the Corporation's 2018 Third Quarterly Report. See Caution regarding non-GAAP measures at the end of this presentation.

ASSUMPTIONS

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The following are the material assumptions underlying the 2019 Guidance included in this presentation:

All segments

- normal execution and delivery of current firm orders and projects in the backlog;
- the ability to understand customer needs and portfolio of products and services to drive increasing market demand and secure key strategic orders;
- continued deployment and execution of leading initiatives according to plan to improve revenue conversion into higher earnings and free cash flows[1], through improved procurement cost, controlled spending and labor efficiency;
- delivering on the transformation plan targets, through restructurings and other initiatives addressing the direct and indirect cost structure, focusing on sustained cost reductions and operational improvements, while reducing working capital consumption;
- the ability to leverage the global manufacturing footprint and transfer best practices and technology across production sites, and by leveraging lower cost geographies and emerging economies;
- the ability of the supply base to support product development and planned production rates;
- the ability to identify and enter into further risk sharing partnerships and initiatives;
- the effectiveness of disciplined capital deployment measures in new programs and products to drive revenue growth;
- the ability to recruit and retain highly skilled resources to deploy the product development strategy;
- competitive global environment and global economic conditions to remain similar;
- the stability of foreign exchange rates at current levels;
- the ability to have sufficient liquidity to execute the strategic plan, to meet financial covenants and to pay down long term debt or refinance bank facilities and maturities starting in 2020.
- financials reflect IFRS 16 lease accounting starting January 1, 2019;

Aerospace segments

- closing of Q Series Aircraft program assets & Business Aircraft flight and training activities transactions by the second half of 2019;
- the alignment of production rates to market demand;
- the ability to ramp up production and deliveries of new programs, and meet scheduled entry-into-service date for the *Global 7500* and *Global 5500*, *Global 6500* and *Global 8000* aircraft program;
- continued ability to capture and win campaigns and projects based on market forecasts[2], leading to estimated future order intake;
- continued deployment and execution of growth strategies, including the aftermarket business;
- the reduction of investments and development spend to normalized levels by 2019-2020;
- the realization of the anticipated benefits and synergies of the transaction with Airbus in the timeframe anticipated;
- our ability to continue with our current funding plan of CSALP and to fund, if required, any cash shortfalls and adequacy of cash planning and management and project funding.

Transportation

- our ability to execute and deliver business model enhancement initiatives;
- revenue conversion and phase out of our legacy contracts;
- a sustained level of public sector spending;
- the realization of upcoming tenders and our ability to capture them based on market forecasts[3], leading to estimated future order intake;
- successful deployment and execution of growth strategies, including the value chain approach and the creation of ecosystems, site specialization and the creation of engineering centers of excellence, and the evolution of the revenue mix towards more signaling and systems and operations and maintenance contracts.

For a discussion of the material risk factors associated with the forward-looking information, refer to the Risks and uncertainties section in Other in the MD&A of our 2017 Financial Report or our third quarter Financial Report.

1. *Non-GAAP measure. For further information on non-GAAP measures used on this slide refer to our disclosure regarding non-GAAP measures at the end of this presentation.*
2. *Demand forecast for aerospace segments is based on the analysis of main market indicators, including real GDP growth, industry confidence, wealth creation, corporate profitability within the aerospace customer base, aircraft utilization, pre-owned business jet inventory levels, aircraft shipments and billings, passenger traffic levels, fuel prices, airline profitability, pilot scope clauses, environmental regulations, globalization of trade, installed base and average age of the fleet, replacement demand, new aircraft programs and non-traditional markets and their accessibility. For more details, refer to the market indicators in the Industry and Economic Environment sections in the respective aerospace reportable segments in our 2017 Financial Report.*
3. *Demand forecast in the Transportation segment is based on sustained level of public sector spending and the continuation of favourable megatrends, including urbanization and environmental awareness trends, the densification of cities and demand for mobility and digitalization solutions. For more details, refer to the market indicators in the Industry and Economic Environment section of the Transportation segment in our 2017 Financial Report.*

SHARPENING OUR FOCUS ON GROWTH OPPORTUNITIES

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TRANSPORTATION

BUSINESS AIRCRAFT

AEROSTRUCTURES & ENGINEERING SERVICES

SOLID MARKET POSITIONS

UNIQUE CAPABILITIES

INDUSTRY-LEADING PORTFOLIOS

STRONG BACKLOG

COMMERCIAL AIRCRAFT

RESHAPING THE PORTFOLIO: SALE OF THE Q400 PROGRAM

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- Sale of the Q Series Aircraft program, including production assets and aftermarket operations, to Longview[1]
- Supports strategy to streamline portfolio and focus future investments
- Purchase price of $300M
- Expected net proceeds of ~$250M
- Closing expected by H2-2019, subject to customary closing conditions and regulatory approvals

Note: Refer to our disclosure on forward-looking statements and assumptions at the beginning of this presentation.

[1] Sale to a wholly owned subsidiary of Longview Aviation Capital Corp., parent company to Viking Air Limited.

RESHAPING THE PORTFOLIO: SALE OF BBA'S TRAINING ACTIVITIES

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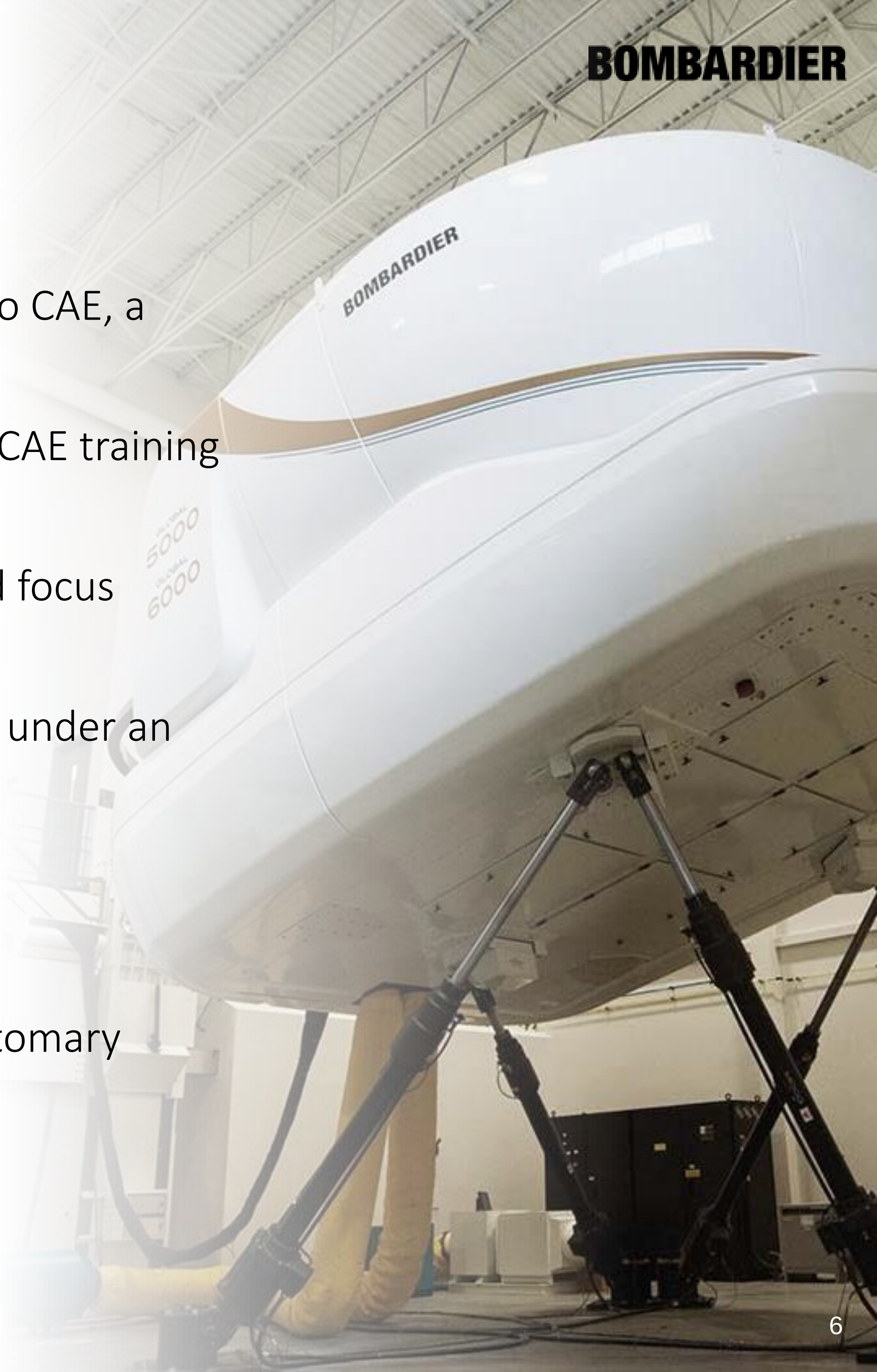
- Sale of Business Aircraft's training activities to CAE, a long-time Bombardier training partner
- Offers Business Aircraft customers access to CAE training expertise
- Supports strategy to streamline portfolio and focus future investments
- Concurrent agreement to monetize royalties under an Authorized Training Provider agreement
- Combined transactions total value of $800M
- Expected net proceeds of ~$650M
- Closing expected by H2-2019, subject to customary closing conditions and regulatory approvals



Note: Refer to our disclosure on forward-looking statements and assumptions at the beginning of this presentation.

DRIVING FINANCIAL PERFORMANCE THROUGH ENHANCED PRODUCTIVITY

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- Right-sizing and redeploying the central aerospace engineering team
  - Enables reduction in investments and disciplined capital allocation
- Launching a new company-wide productivity initiative
  - Focus on optimizing processes, simplifying the organization and reducing indirect costs
  - Reduction of about 5,000 positions across the organization over 12-18 months
  - Annualized savings estimated at $250M with full run-rate in 2021
  - Restructuring charge of ~$250M in 2019

Note: Refer to our disclosure on forward-looking statements and assumptions at the beginning of this presentation.

SOLID PROGRESS EXECUTING OUR TURNAROUND PLAN

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	Q3 2018		2018 GUIDANCE	
REVENUES	$3.6B	↑ 3% ORGANIC FROM BT, BBA & BAES ↓ 5% REPORTED	~$16.5B	LOWER END OF THE RANGE
EBITDA BEFORE SPECIAL ITEMS[1]	$333M	↑ 31% 9.1% MARGIN	$1.25-$1.35B	UNCHANGED ~7.9% MARGIN
EBIT BEFORE SPECIAL ITEMS[1]	$271M	↑ 48% 7.4% MARGIN	~$1.0B	TOP OF END THE RANGE ~6.1% MARGIN
FCF[1]	$(370)M	↑ 25% +$125M	BREAKEVEN ±$150M	INCL. DOWNSVIEW PROCEEDS OF ~$600M
ADJUSTED EPS[1]	$0.04	↑ $0.04		

Note: Refer to our disclosure on forward-looking statements and assumptions at the beginning of this presentation.

1. Non-GAAP measure. For further information on non-GAAP measures used on this slide refer to our disclosure regarding non-GAAP measures at the end of this presentation.

DELIVERING STRONG FINANCIAL PERFORMANCE

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	Q3	REVENUES	EBIT BEFORE SPECIAL ITEMS[2]	MARGIN BEFORE SPECIAL ITEMS[2]
BT	**2018**	**$2.1B**	**$187M**	**8.7%**
	2017 (Restated for IFRS15)[1]	$2.1B	$192M	8.9%
BBA	**2018**	**$1.1B**	**$89M**	**8.2%**
	2017 (Restated for IFRS15)[1]	$1.1B	$90M	8.4%
BCA	**2018**	**$256M**	**$(9)M**	**(3.5)%**
	2017 (Restated for IFRS15)[1]	$515M	$(74)M	(14.4)%
BAES	**2018**	**$430M**	**$36M**	**8.4%**
	2017 (Restated for IFRS15)[1]	$349M	$27M	7.7%

HIGHLIGHTS

BT
- 2% organic growth YoY and 7% YTD
- YTD Book-to-bill ratio of 1.0; $33.9B backlog

BBA
- 31 deliveries: 4 Learjet; 20 Challenger; 7 Global
- 13% aftermarket revenue growth
- Revenue book-to-bill ~1.2 for 2nd quarter in a row
- Industry-leading backlog of $14.3B

BCA
- C Series deconsolidation starting July 1st 2018
- EBIT inclusive of CSALP equity pick-up of ($13M)
- PPA based on CSALP $5.25B fair value

BAES
- 23% revenue growth from Global 7500 & A220 ramp-up
- Q3 includes new A220 contractual relationship

Note : Refer to our disclosure on forward-looking statements and assumptions at the beginning of this presentation.

[1] Restated for IFRS15, Revenue from contracts with customers. Refer to the Accounting and reporting developments section of Other in the MD&A for details regarding restatements of comparative period figures.

[2] Non-GAAP measure. For further information on non-GAAP measures used on this slide refer to our disclosure regarding non-GAAP measures at the end of this presentation.

PROGRESSING TOWARDS 2020 OBJECTIVES: INTRODUCING 2019 GUIDANCE

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	2018 GUIDANCE	2019 GUIDANCE[2]		2020 OBJECTIVES
REVENUES	~\$16.5B	≥\$18.0B	↑~10%	>\$20.0B
EBITDA BEFORE SPECIAL ITEMS[1]	\$1.25-\$1.35B	\$1.65-\$1.8B	↑~30% AT THE MIDPOINT	>\$2.25B
EBIT BEFORE SPECIAL ITEMS[1]	~\$1.0B	\$1.15-\$1.25B	↑~20% AT THE MIDPOINT	>\$1.6B
FCF[1]	BREAKEVEN ±\$150M INCLUDING DOWNSVIEW	BREAKEVEN ±\$250M	INCLUDING ~\$500M ONE-TIME ITEMS	\$750M-\$1.0B

Note : Refer to our disclosure on forward-looking statements and assumptions at the beginning of this presentation.

[1] Non-GAAP measure. For further information on non-GAAP measures used on this slide refer to our disclosure regarding non-GAAP measures at the end of this presentation.

[2] With closing of Q Series Aircraft program and Business Aircraft training activities transactions at the end of Q3 2019.

GROWING CONFIDENCE IN 2020 PLAN

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RESHAPING THE PORTFOLIO

DRIVING FINANCIAL PERFORMANCE

INCREASING FINANCIAL FLEXIBILITY

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RECONCILIATION OF SEGMENT TO CONSOLIDATED RESULTS

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Reconciliation of segment to consolidated results

	Three-month periods ended September 30		Nine-month periods ended September 30	
	2018	2017 restated[1]	**2018**	2017 restated[1]
Revenues				
Business Aircraft	**$ 1,083**	$ 1,074	**$ 3,500**	$ 3,485
Commercial Aircraft	**256**	515	**1,335**	1,666
Aerostructures and Engineering Services	**430**	349	**1,331**	1,190
Transportation	**2,140**	2,146	**6,754**	6,136
Corporate and Elimination	**(266)**	(245)	**(987)**	(889)
	$ 3,643	$ 3,839	**$ 11,933**	$ 11,588
EBIT before special items[2]				
Business Aircraft	**$ 89**	$ 90	**$ 298**	$ 299
Commercial Aircraft	**(9)**	(74)	**(148)**	(248)
Aerostructures and Engineering Services	**36**	27	**140**	68
Transportation	**187**	192	**583**	598
Corporate and Elimination	**(32)**	(52)	**(130)**	(131)
	$ 271	$ 183	**$ 743**	$ 586
Special items				
Business Aircraft	**$ 9**	$ 3	**$ 13**	$ 34
Commercial Aircraft	**(13)**	1	**589**	3
Aerostructures and Engineering Services	**1**	(6)	**(6)**	(6)
Transportation	**3**	52	**45**	284
Corporate and Elimination	**4**	—	**(557)**	45
	$ 4	$ 50	**$ 84**	$ 360
EBIT				
Business Aircraft	**$ 80**	$ 87	**$ 285**	$ 265
Commercial Aircraft	**4**	(75)	**(737)**	(251)
Aerostructures and Engineering Services	**35**	33	**146**	74
Transportation	**184**	140	**538**	314
Corporate and Elimination	**(36)**	(52)	**427**	(176)
	$ 267	$ 133	**$ 659**	$ 226

[1] Due to the adoption of IFRS 15, Revenue from contracts with customers. Refer to the Accounting and reporting developments section of Other in the MD&A for details regarding restatements of comparative period figures.
[2] Refer to the Consolidated results of operations section in the Corporation's MD&A for details regarding special items.

RECONCILIATION OF NON-GAAP MEASURES

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Reconciliation of EBITDA before special items and EBITDA to EBIT

	Three-month periods ended September 30		Nine-month periods ended September 30	
	2018	2017 *restated*[1]	**2018**	2017 *restated*[1]
EBIT	**$ 267**	$ 133	**$ 659**	$ 226
Amortization	**62**	69	**188**	225
Impairment charges on PP&E and intangible assets[2]	**—**	2	**11**	45
EBITDA	**329**	204	**858**	496
Special items excluding impairment charges on PP&E and intangible assets[2]	**4**	50	**76**	322
EBITDA before special items	**$ 333**	$ 254	**$ 934**	$ 818

Reconciliation of free cash flow usage to cash flows from operating activities

	Three-month periods ended September 30		Nine-month periods ended September 30	
	2018	2017 *restated*[1]	**2018**	2017 *restated*[1]
Cash flows from operating activities	**$ (141)**	$ (208)	**$ (692)**	$ (706)
Net additions to PP&E and intangible assets	**(229)**	(287)	**(167)**	(952)
Free cash flow usage	**$ (370)**	$ (495)	**$ (859)**	$ (1,658)

[1] Due to the adoption of IFRS 15, Revenue from contracts with customers. Refer to the Accounting and reporting developments section of Other in the MD&A for details regarding restatements of comparative period figures.
[2] Refer to the Consolidated results of operations section in the Corporation's MD&A for details regarding special items.

RECONCILIATION OF NON-GAAP MEASURES (CONTINUED)

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Reconciliation of adjusted net income to net income (loss) and computation of adjusted EPS

	Three-month periods ended September 30			
	2018	**(per share)**	2017	(per share) *restated*[1]
Net income (loss)	**$ 149**		$ (100)	
Adjustments to EBIT related to special items[2]	**4**	**$ 0.00**	50	$ 0.02
Adjustments to net financing expense related to:				
Net change in provisions arising from changes in interest rates and net loss (gain) on certain financial instruments	**5**	**0.00**	7	0.00
Accretion on net retirement benefit obligations	**16**	**0.00**	21	0.01
Interest related to tax litigation[2]	**(4)**	**0.00**	11	0.01
Tax impact of special[2] and other adjusting items	**(3)**	**0.00**	—	0.00
Adjusted net income (loss)	**167**		(11)	
Net income (loss) attributable to NCI	**(38)**		17	
Preferred share dividends, including taxes	**(7)**		(7)	
Dilutive impact of CDPQ conversion option	**(13)**		—	
Adjusted net income (loss) attributable to equity holders of Bombardier Inc.	**$ 109**		$ (1)	
Weighted-average diluted number of common shares (in thousands)	**2,624,943**		2,195,330	
Adjusted EPS (in dollars)	**$ 0.04**		$ 0.00	

Reconciliation of adjusted net income to net income (loss) and computation of adjusted EPS

	Nine-month periods ended September 30			
	2018	**(per share)**	2017	(per share) *restated*[1]
Net income (loss)	**$ 263**		$ (337)	
Adjustments to EBIT related to special items[2]	**84**	**$ 0.03**	360	$ 0.16
Adjustments to net financing expense related to:				
Net change in provisions arising from changes in interest rates and net loss (gain) on certain financial instruments	**(31)**	**(0.01)**	38	0.02
Accretion on net retirement benefit obligations	**50**	**0.02**	59	0.03
Interest related to tax litigation[2]	**(4)**	**0.00**	11	0.00
Tax impact of special[2] and other adjusting items	**(73)**	**(0.03)**	(12)	0.00
Adjusted net income	**289**		119	
Net income (loss) attributable to NCI	**(46)**		33	
Preferred share dividends, including taxes	**(21)**		(19)	
Dilutive impact of CDPQ conversion option	**(6)**		—	
Adjusted net income attributable to equity holders of Bombardier Inc.	**$ 216**		$ 133	
Weighted-average diluted number of common shares (in thousands)	**2,503,332**		2,254,696	
Adjusted EPS (in dollars)	**$ 0.09**		$ 0.06	

[1] *Due to the adoption of IFRS 15, Revenue from contracts with customers. Refer to the Accounting and reporting developments section of Other in the MD&A for details regarding restatements of comparative period figures.*
[2] *Refer to the Consolidated results of operations section in the Corporation's MD&A for details regarding special items.*

GLOBAL 5500, GLOBAL 6500, GLOBAL 7500 AND *GLOBAL 8000* AIRCRAFT DISCLAIMER

The *Global 5500*, *Global 6500*, *Global 7500* and *Global 8000* aircraft are currently in development, and as such are subject to changes in family strategy, branding, capacity, performance, design and/or systems. All specifications and data are approximate, may change without notice and are subject to certain operating rules, assumptions and other conditions. This document does not constitute an offer, commitment, representation, guarantee or warranty of any kind.

CAUTION REGARDING NON-GAAP MEASURES

This presentation is based on reported earnings in accordance with International Financial Reporting Standards (IFRS). Reference to generally accepted accounting principles (GAAP) means IFRS, unless indicated otherwise. This presentation is also based on non-GAAP financial measures including EBITDA, EBIT before special items and EBITDA before special items, adjusted net income, adjusted earnings per share and free cash flow.

Management believes that providing certain non-GAAP performance measures, in addition to IFRS measures, provides users of the Corporation’s 2018 Third Quarterly Report with enhanced understanding of the Corporation’s results and related trends and increases the transparency and clarity of the core results of the Corporation’s business. Refer to the Non-GAAP financial measures and Liquidity and capital resources sections in Overview and each reporting segments’ Analysis of results sections in the Corporation’s 2018 Third Quarterly Report for definitions of these metrics and reconciliations to the most comparable IFRS measures.

Non-GAAP financial measures are mainly derived from the interim consolidated financial statements but do not have standardized meanings prescribed by IFRS. The exclusion of certain items from non-GAAP financial measures does not imply that these items are necessarily non-recurring. From time to time, the Corporation may exclude additional items if it believes doing so would result in a more transparent and comparable disclosure. Other entities in the Corporation’s industry may define the above measures differently than the Corporation does. In those cases, it may be difficult to compare the performance of those entities to that of the Corporation based on these similarly-named non-GAAP measures.