Building on current momentum

Bombardier Aerospace

Farnborough Airshow Presentation

Aerospace Senior Management Team

Bombardier Aerospace

14 July 2008

BOMBARDIER

Forward-looking statements

This presentation includes forward-looking statements**.** Forward-looking statements generally can be identified by the use of forward-looking terminology such as “may”, “will”, “expect”, “intend”, “anticipate”, “plan”, “foresee”, “believe” or “continue” or the negatives of these terms or variations of them or similar terminology. By their nature, forward-looking statements require Bombardier Inc. (the “Corporation”) to make assumptions and are subject to important known and unknown risks and uncertainties, which may cause the Corporation’s actual results in future periods to differ materially from forecasted results. While the Corporation considers its assumptions to be reasonable and appropriate based on current information available, there is a risk that they may not be accurate. For additional information with respect to the assumptions underlying the forward-looking statements made in this presentation, please refer to the respective sections of the Corporation’s aerospace segment (“Aerospace”) and the Corporation’s transportation segment (“Transportation”) in the F08 MD&A.

Certain factors that could cause actual results to differ materially from those anticipated in the forward-looking statements, include risks associated with general economic conditions, risks associated with the Corporation’s business environment (such as the financial condition of the airline industry, government policies and priorities and competition from other businesses), operational risks (such as regulatory risks and dependence on key personnel, risks associated with doing business with partners, risks involved with developing new products and services, warranty and casualty claim losses, legal risks from legal proceedings, risks relating to the Corporation’s dependence on certain key customers and key suppliers, risks resulting from fixed-term commitments, human resource risk, and environmental risk), financing risks (such as risks resulting from reliance on government support, risks relating to financing support provided on behalf of certain customers, risks relating to liquidity and access to capital markets, risks relating to the terms of certain restrictive debt covenants and market risks (including currency, interest rate and commodity pricing risk) – see the Risks and Uncertainties section in the F08 MD&A. 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. The forward-looking statements set forth herein reflect the Corporation’s expectations as at the date of this presentation and are subject to change after such date. Unless otherwise required by applicable securities laws, the Corporation expressly disclaims any intention, and assumes no obligation to update or revise any forward-looking statements, whether as a result of new information, future events or otherwise.

All monetary amounts are expressed in US$ unless otherwise indicated

We have made progress since last year

Paris 2007

Aerospace (G.Hachey)	▪ **On track for 5% EBIT in FY08**
Customer Services & Support (J.Hoblyn)	▪ **Satisfied with first results of new business unit**
Business Aircraft (S.Ridolfi)	▪ **Still challenged to meet demands of a growing market**
Commercial Aircraft (G.Scott)	▪ ***CSeries* momentum building and strenghtened market fundamentals**

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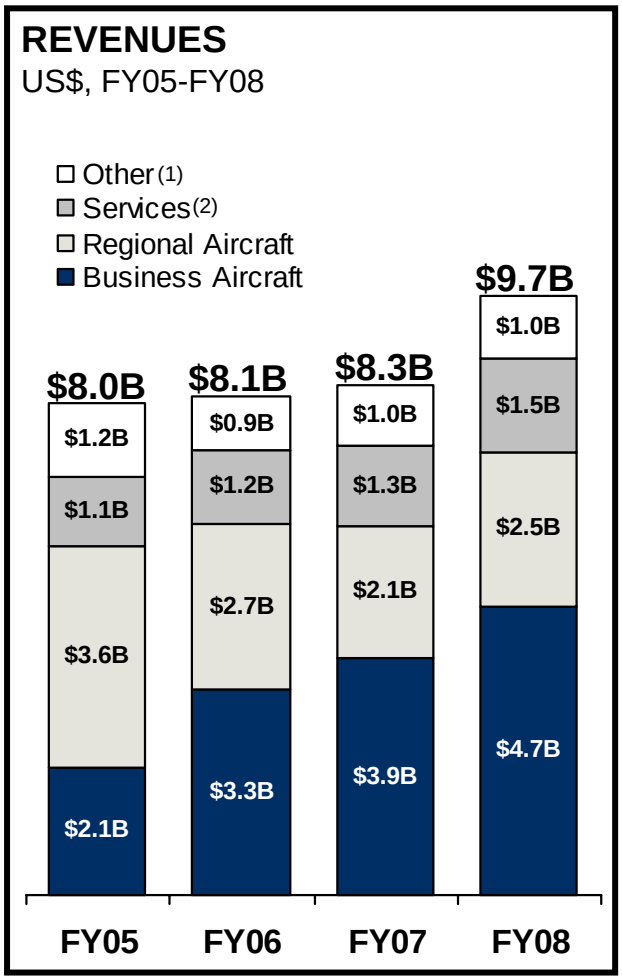
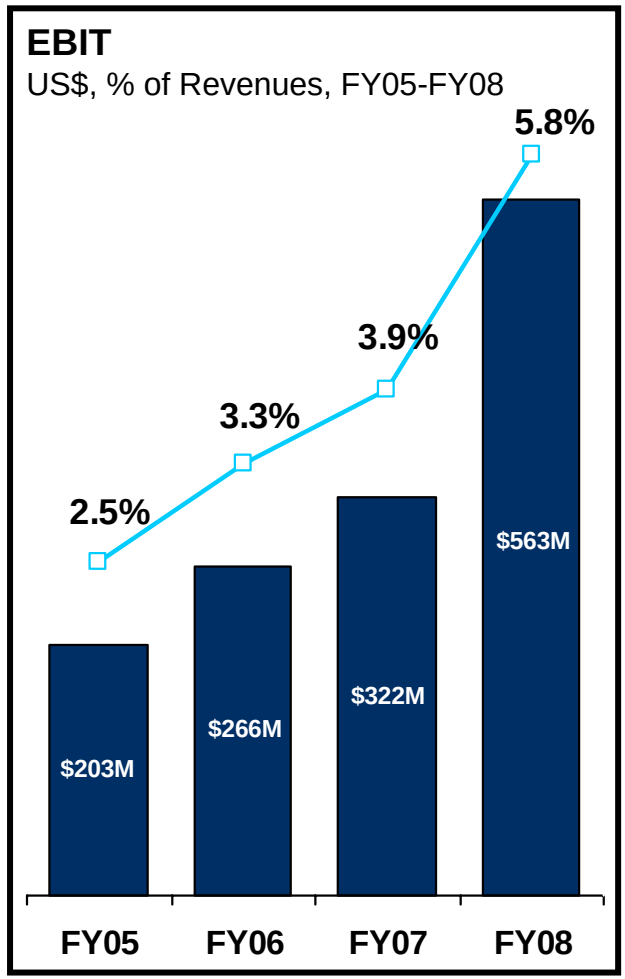
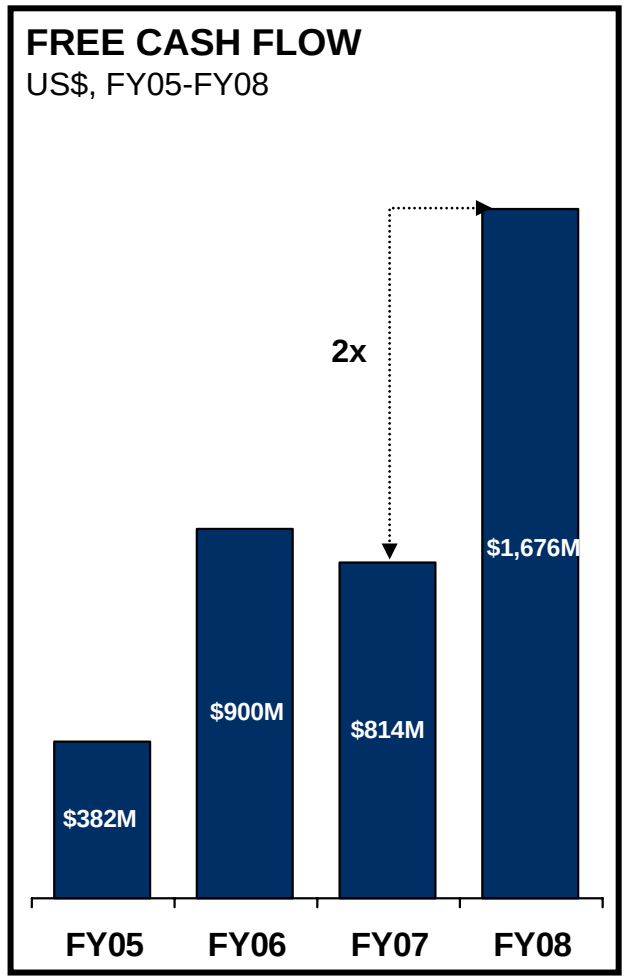
Customer Services & Support (J.Hoblyn)	▪ Satisfied with first results of new business unit	▪ Strengthening services & support
Business Aircraft (S.Ridolfi)	▪ Still challenged to meet demands of a growing market	▪ Record order performance and backlog ▪ Focus on delivery and operational performance
Commercial Aircraft (G.Scott)	▪ CSeries momentum building and strenghtened market fundamentals	▪ Solid order performance and backlog ▪ Strong CSeries interest

Bombardier Aerospace delivered strong financial results in fiscal year 2008

BOMBARDIER AEROSPACE FINANCIAL RESULTS







(1) Other includes primarily other manufacturing (eg, Amphibious, sub-contract) and pre-owned aircraft sales
(2) Services include Services (ie, non-manufacturing) and Flexjet service revenues
Source: Bombardier Annual Reports

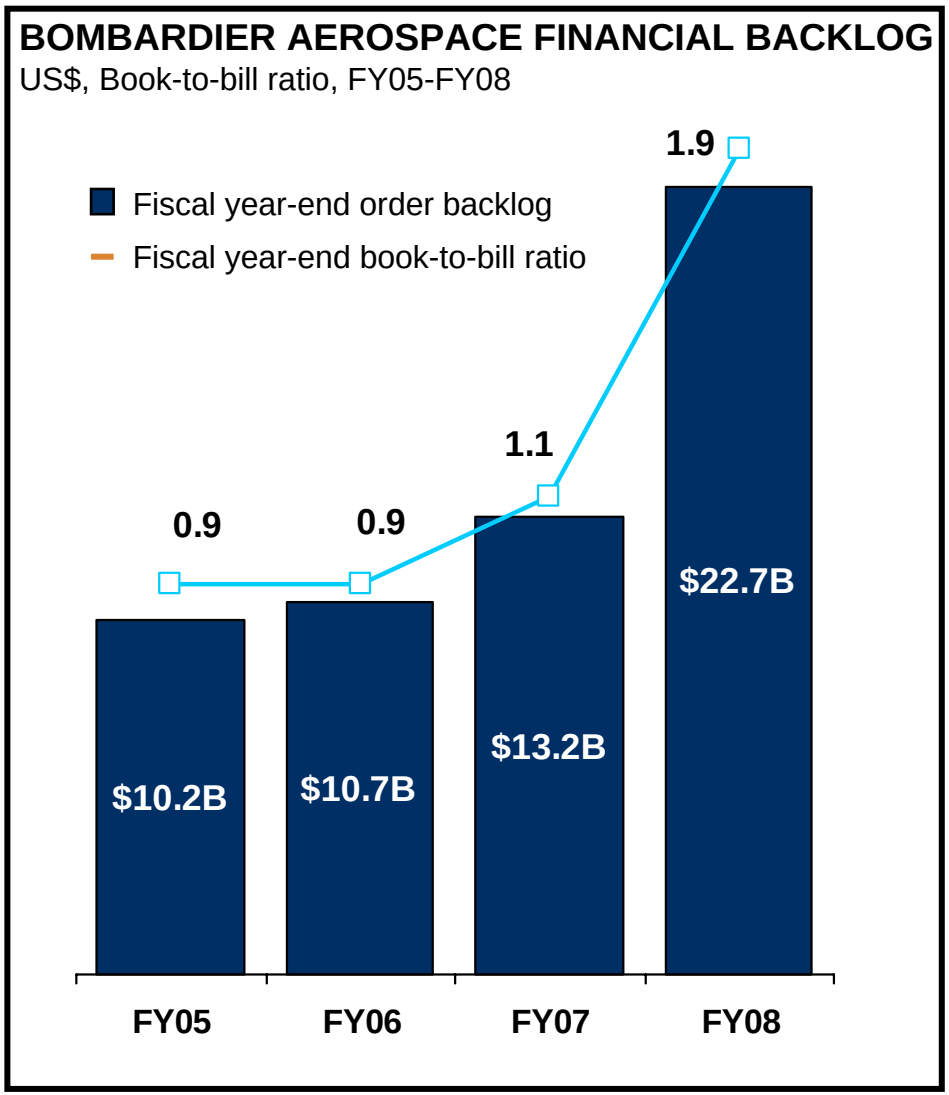
… and strong financial performance continued in Q1 FY09

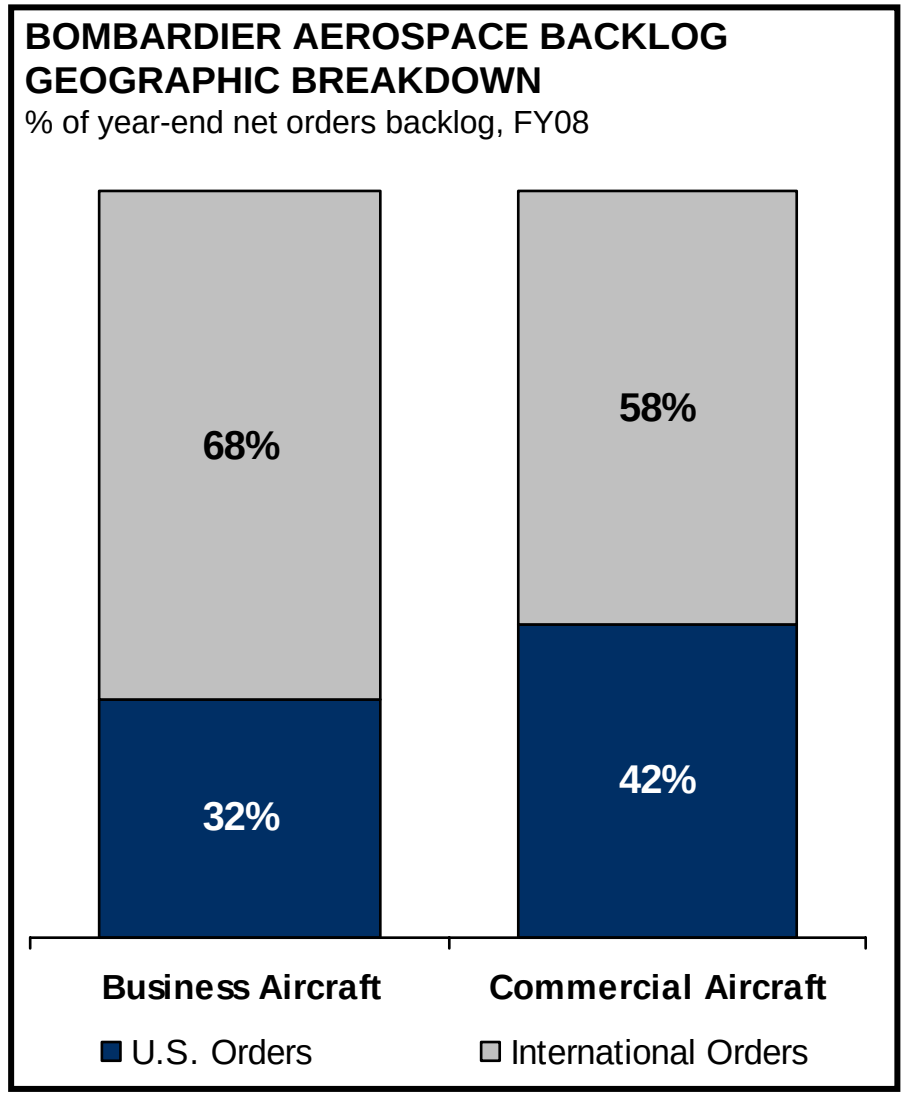
(US$ Millions)

	Q1 F2008-09		Q1 F2007-08		F2007-08		F2006-07	
Revenues								
Business	1,187		1,089		4,673		3,907	
Commercial	552		538		2,503		2,139	
Other	641		633		2,537		2,250	
Total Revenues	2,380		2,260		9,713		8,296	
EBIT	206	*8.7%*	112	*5.0%*	563	*5.8%*	322	*3.9%*
Amortization	105		104		403		409	
EBITDA	311	*13.1%*	216	*9.6%*	966	*9.9%*	731	*8.8%*
Reduction in EOAPC(1)	0	*0%*	69	*3.1%*	271	*2.8%*	277	*3.3%*
EBIT before reduction in EOAPC	206	*8.7%*	181	*8.0%*	834	*8.6%*	599	*7.2%*

(1) Excess Over Average Production Cost
Source: Annual Reports and Q1/FY08 MD&A

Current strong and diversified backlog offers resilience against the U.S. economy downturn



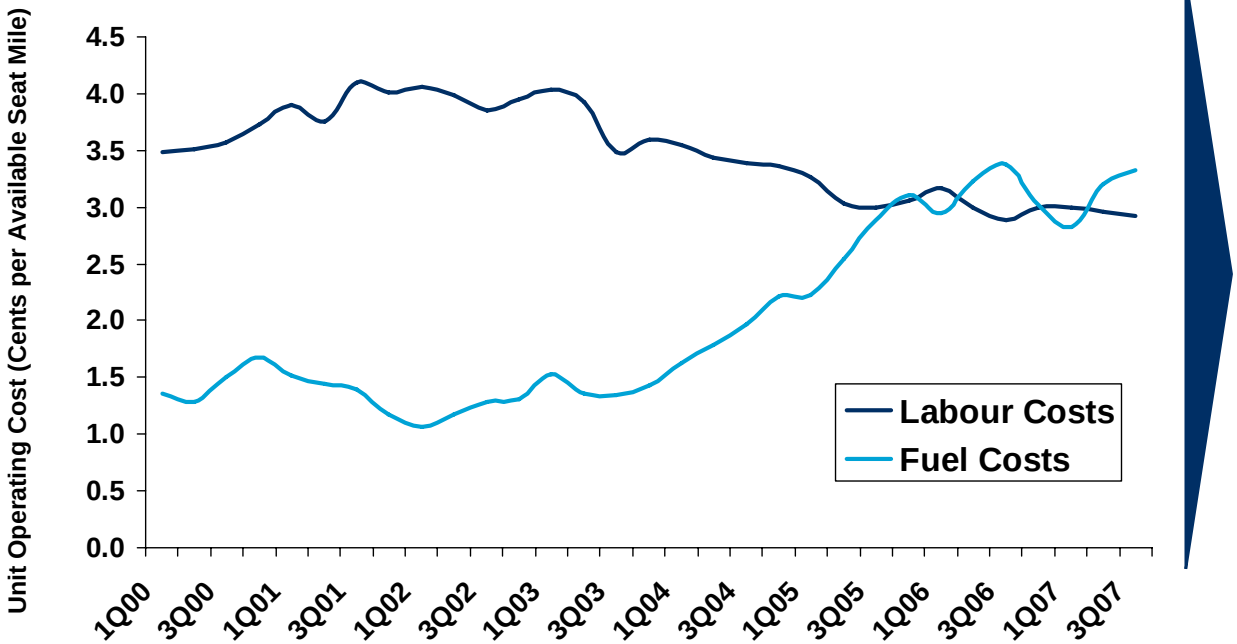


Source: Bombardier Annual Reports, Bombardier Aerospace Finance, Bombardier Market Analysis Group

Bombardier continues to monitor current fuel price volatility and its impact on the aviation industry

AIRLINES' LABOUR AND FUEL UNIT COST HISTORY

Unit operating cost (Cents per available seat mile), 1Q 2000 – 3Q2007

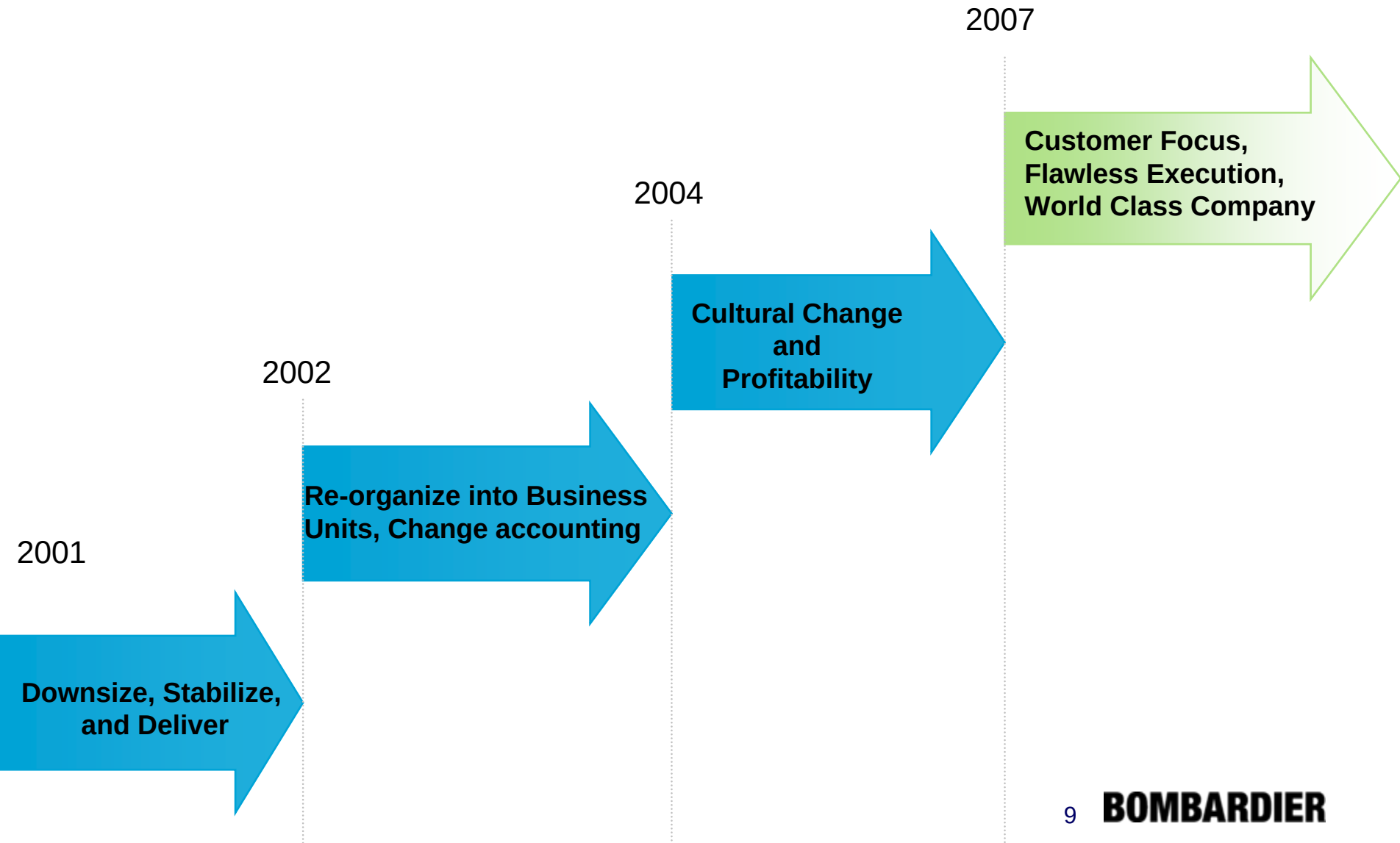


Source: Air Transport Association

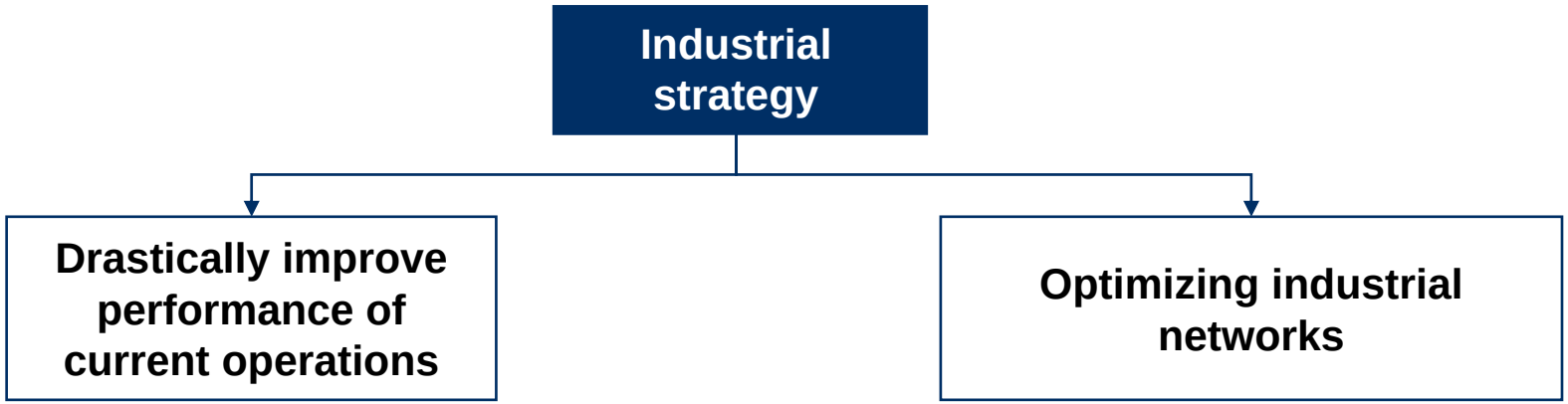
- **Airlines have planned capacity reductions, estimated to range from 6% to 12%, beginning in the latter part of 2008**
- **Fuel price levels also influence airlines decisions to replace less efficient aircraft**

Bombardier's portfolio, including the fuel efficient *Q400* turboprop and *CSeries* commercial jet, are well positioned to profit from the replacement of older generation aircraft

We are now on a path to being a world class company through customer focus and flawless execution



Bombardier Aerospace industrial strategy deployment is well under way



- Achieving Excellence initiatives concentrating on continuous improvement and employee engagement
- Lean manufacturing initiative in all sites targeting introduction of lean principles.

- Continue the development and ramp-up of our manufacturing capabilities in emerging countries such as Mexico and China
  - Continue expansion of our Querétaro, Mexico facilities
  - Collaboration with China partners (SACC)

Our industrial strategy contributes to Expense Reduction and Operational Improvement

Bombardier Aerospace development in Mexico is a success

2006

2007

2008

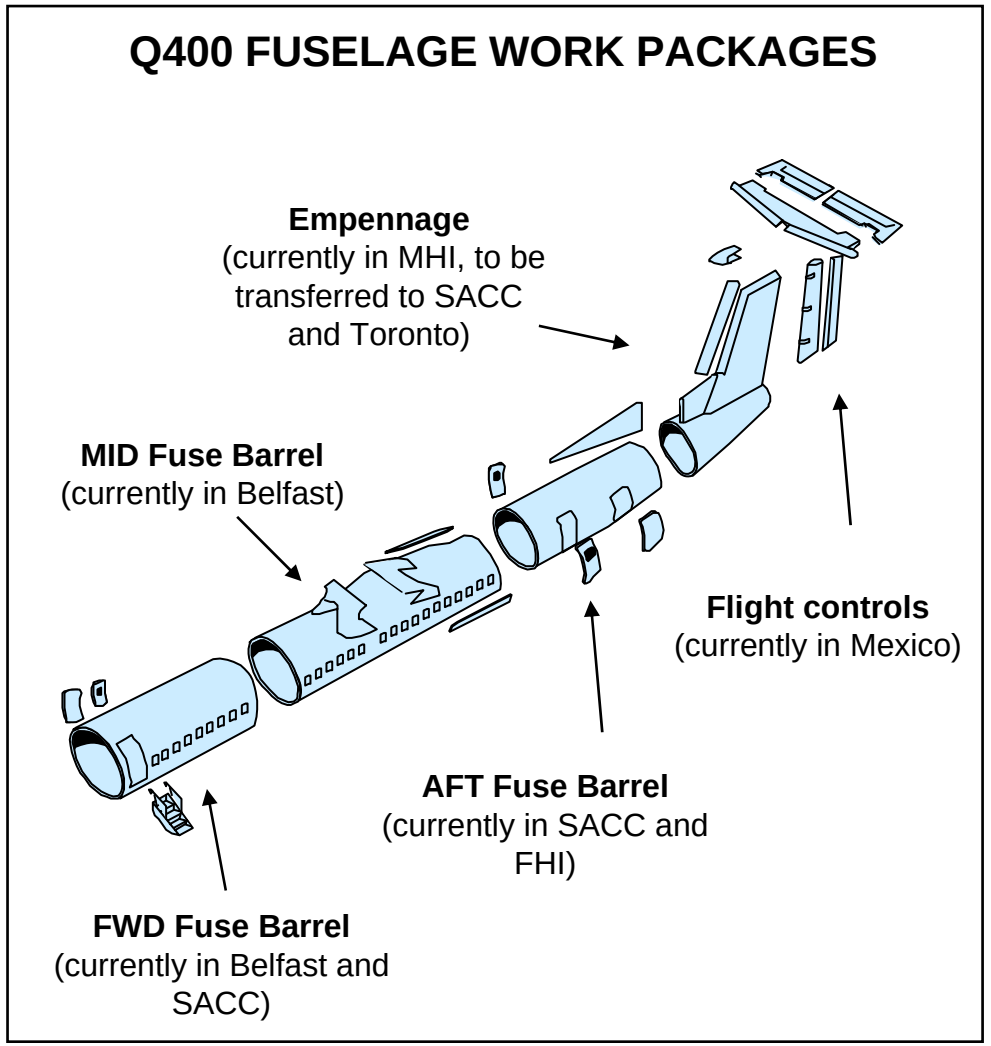
- *May 2006*: Start of Structural and Electrical activities at El Marques
- *June 2007*: Started construction at airport site
- *October 2007*: Production (structure *Global Express*) started in the new building at the airport
- *January 2008*: Currently at over 900 employees (admin & production)
- *April 2008*: 2nd building (for electrical) completed
- *December 2008*: Approximately 1,300 employees by year-end

Bombardier facility at Queretaro airport

Future Bombardier park

Bombardier Aerospace China partner, SACC has started to deliver shipsets in 2007

- The first phase of the program has progressed successfully with first article on-time deliveries of Forward and Aft Doors, Forward Fuselage and Aft Fuselage.
- SACC have now delivered
  - 12 Forward Fuselage Barrels (incl. doors)
  - 2 Aft Barrels (incl. doors)
  - Achieved the delivery of a Forward and Aft Barrel in the same week
- 1st Empennage build is now underway



Products in development are expected to increase Bombardier Aerospace leadership

Business Aircraft

Learjet 85

- Launched in September 2007
- Set to redefine the midsize business jet category with more cabin volume and speed
- Expected to be the first F.A.R. Part 25 certified all composite structure business aircraft

Global Vision Flight Deck

- Unveiled in September 2007 for *Global 5000* and *Global Express XRS* aircraft
- Include improved avionics system features and functionalities, increased situational awareness and comfort as well as superior design aesthetics

Commercial Aircraft

CRJ1000 NextGen

- Launched in February 2007
- Designed to meet the growing needs of regional airlines for jets up to 100 seats
- First flight scheduled for summer 2008 and entry into service in fourth quarter 2009

CSeries

- Launched in July 2008
- Designed for the lower end of the 100- to 149-seat mainline commercial aircraft market segment
- Latest technology to produce the improvements demanded by airlines for the next quarter century

OPTIMIZED SINGLE-AISLE SOLUTION

The CSeries is the only family of aircraft designed specifically for the lower end of the 100- to 149-seat market without compromise—from the ground up. Not stretched, shrunk or reconfigured.

BOMBARDIER

Bombardier Aerospace is commited to corporate responsibility

In 2007, Bombardier Inc. published its CR Roadmap to formalize our approach to sustainable management and advance Bombardier's economic viability, environmental stewardship and accountability

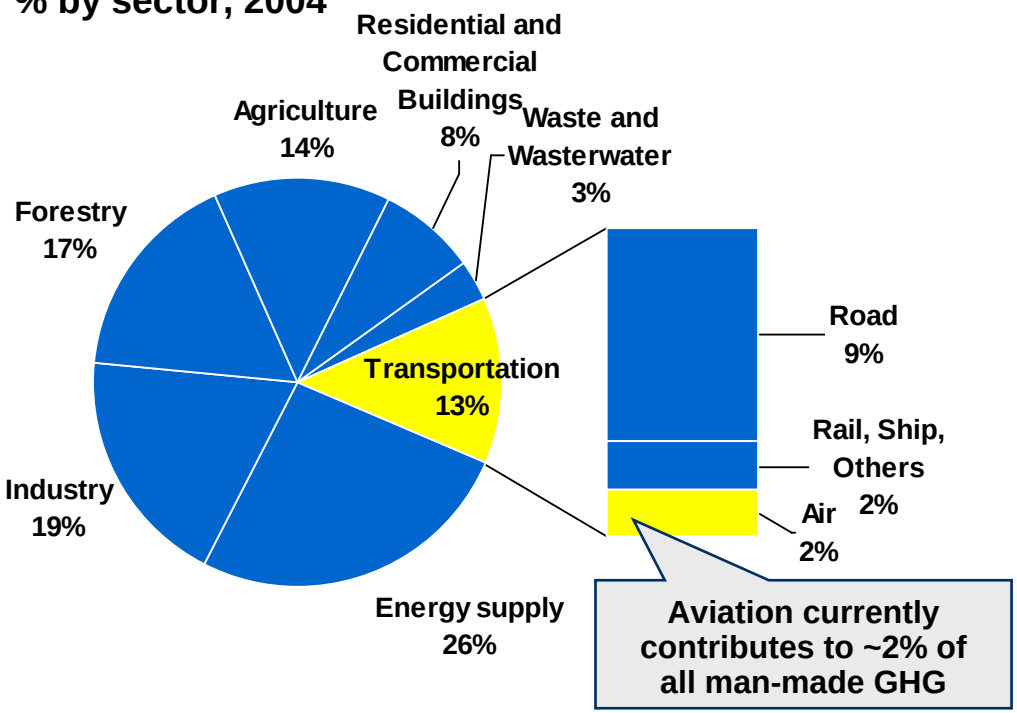
Since 2007, Bombardier Inc. is commited to the principles of the UN Global Compact regarding Human Rights, Labour Standards, the Environment and Anti-Corruption behaviours

Bombardier Inc. made its debut on the Dow Jones Sustainability Indexes last September. The Indexes comprise the top 10% of the leading sustainability companies out of the biggest 2500 companies in the Dow Jones World Index.

Bombardier Aerospace signed in April 2008 the *Aviation Industry Commitment to Action on Climate Change* declaration of intent. The industry as a whole, through the *Air Transportation Action Group* is moving forward quickly on the role of aviation and the environment.

The aviation industry is under greater environmental scrutiny

WORLD GHG* EMISSIONS FLOW CHART
% by sector, 2004



- **Including R&D breakthrough, as the aviation grows, GHG emissions are expected to increase in the future**
- **Noise pollution and NO_X** are also areas of focus for aviation stakeholders**

The environment is increasingly at the forefront of our objectives when developing new products and improving our operations

* Green House Gases (GHG)
** Nitrous Oxide (NO_X)

Source: United Nations Intergovernmental Panel on Climate Change, 2004, IATA, ATA

The environment is taking an increasingly important place in our day-to-day operations

BELFAST	▪ Received an award for Excellence in Environmental Achievement for its Energy and Waste Management Strategy at the 2008 Belfast Telegraph Northern Ireland Business Awards. ▪ Reduced its carbon emissions by 69% since 2001 ▪ Recycled approximately 68% of waste in 2007, 74% in 2008 to date
MONTREAL REGION	▪ One of the largest solar panels in the world is at our Saint-Laurent facility and has reduced the site GHG emissions by approximately 3% ▪ Dorval facilities recycle more than 65% of its waste
TORONTO	▪ Increased waste recycling to 70% from 55% in one year and received the 2004 Recycling Council of Ontario, Ontario Waste Minimization Award ▪ Reduced electricity consumption by 28% and natural gas by 27% between 2002 and 2006, despite a 58% increase in production

Working with our customers to reduce aviation's environmental impact

The *Q400*, a top performer when it comes to reducing the environmental impact of aircraft

The *CRJ1000* : 30% lower CO_2 emissions compared to older 100-seat aircraft

Business Aircraft Carbon Offset program will compensate our customers' CO_2 emissions

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CARBON OFFSET PROGRAM

BOMBARDIER CARBON OFFSET PROGRAM

The *CSeries* will produce up to 20% less CO_2 emissions and noise than current aircraft

With our current product portfolio, we provide our customers with environmentally focused solutions

We have made progress since last year

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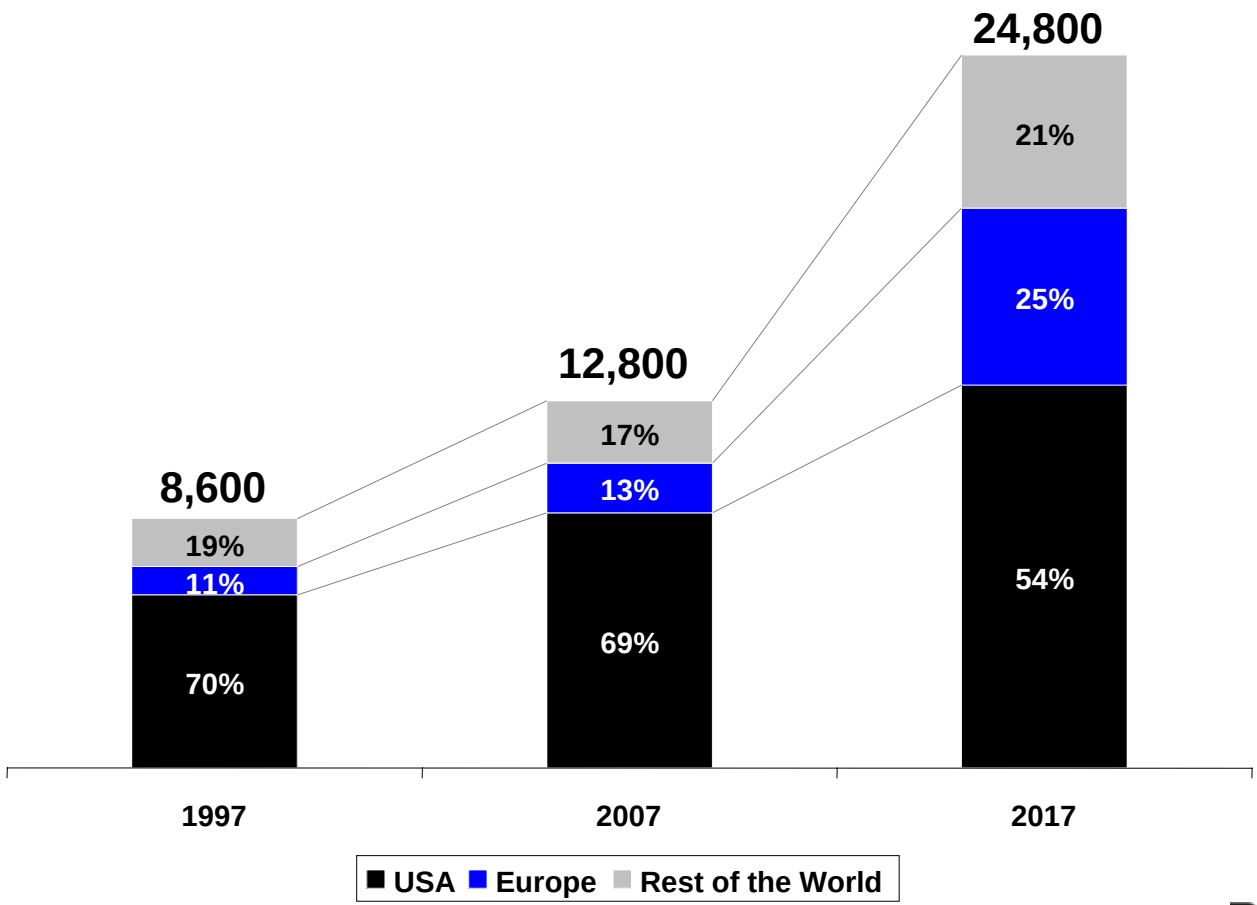
Driven by international markets, the worldwide business jet fleet is forecasted to nearly double in size over the next 10 years

WORLDWIDE BUSINESS JET FLEET FORECAST

Installed base by Region, Units, Excluding Very Light Jet category, 1997, 2007 and 2017



Source: Bombardier Business Aircraft Forecasting Model. Very light Jet category includes Eclipse, Mustang, Phenom 100, CJ1+, CJ2+ and Premier 1.

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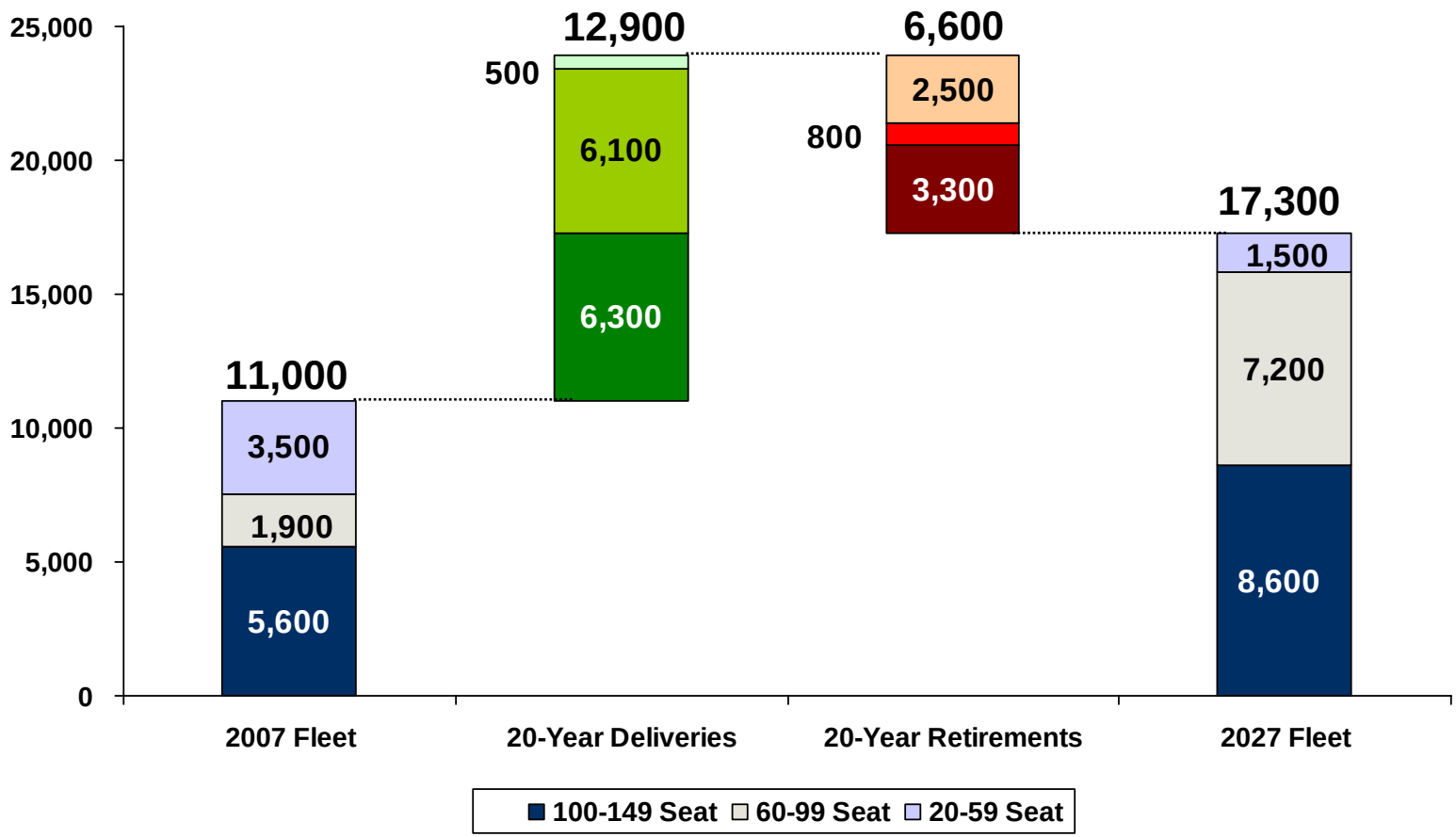
Worldwide 20-149 seat commercial aircraft fleet should grow from 11,000 to 17,300 units by 2027

COMMERCIAL AIRCRAFT FLEET FORECAST

Units, 20-149 seat aircraft, Calendar year 2008 – 2027



Source: Bombardier Commercial Aircraft Market Analysis

BOMBARDIER

Bombardier is strengthening services & support offered to customers

Operators:

Business

Specialized

Commercial

Priorities:

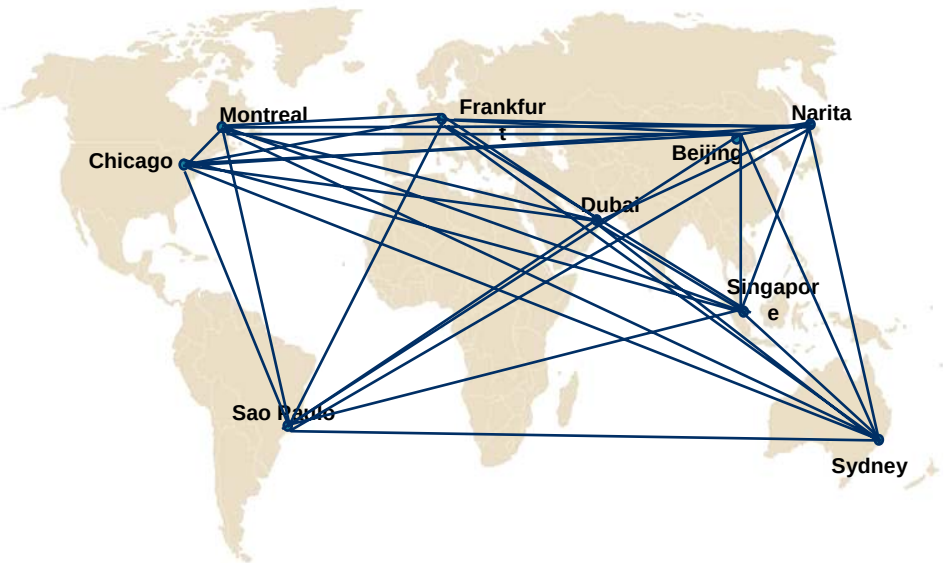
Amazing Customer Experience

Profitable Growth of Services

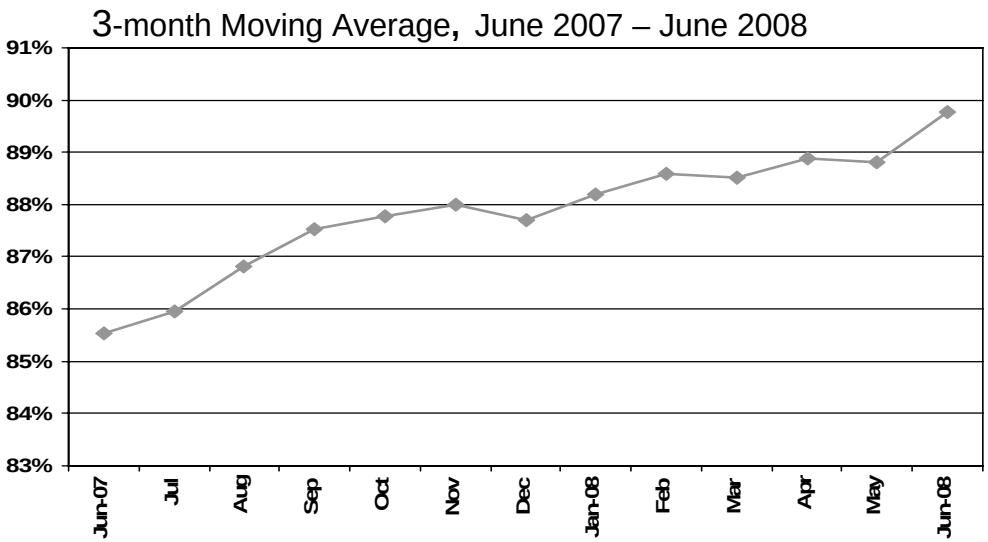
Focus Areas:

- **Reliability**
- **AOG Support**
- **Parts**
- **Maintenance**
- **Training**
- **Fleet Management Solutions**

Bombardier continues to optimize its parts delivery model



OVERALL PARTS PERFORMANCE



- **New parts depots in Narita, Japan and Sao Paolo, Brazil in 2007 minimizing delivery time to international customers**
- **Investment in Inventory Management tool to optimize inventory for service and cost**

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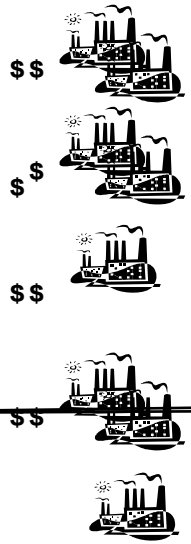
Bombardier offers maintenance flexibility to its customers worldwide

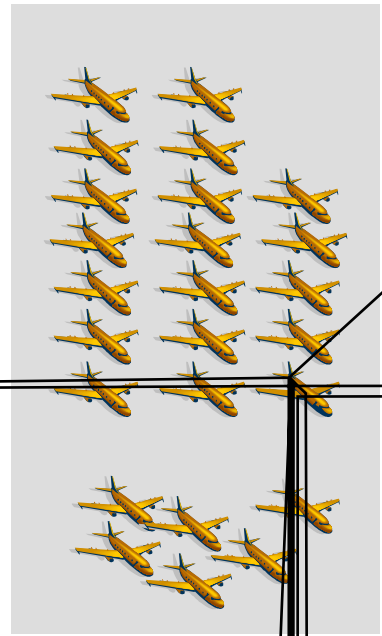
We are expanding Training operations worldwide

Over 8,000 customers were trained at our facilities in FY07-08

Smart Services is an innovative, modular offering for both business & commercial aircraft operators

SERVICES





BOMBARDIER

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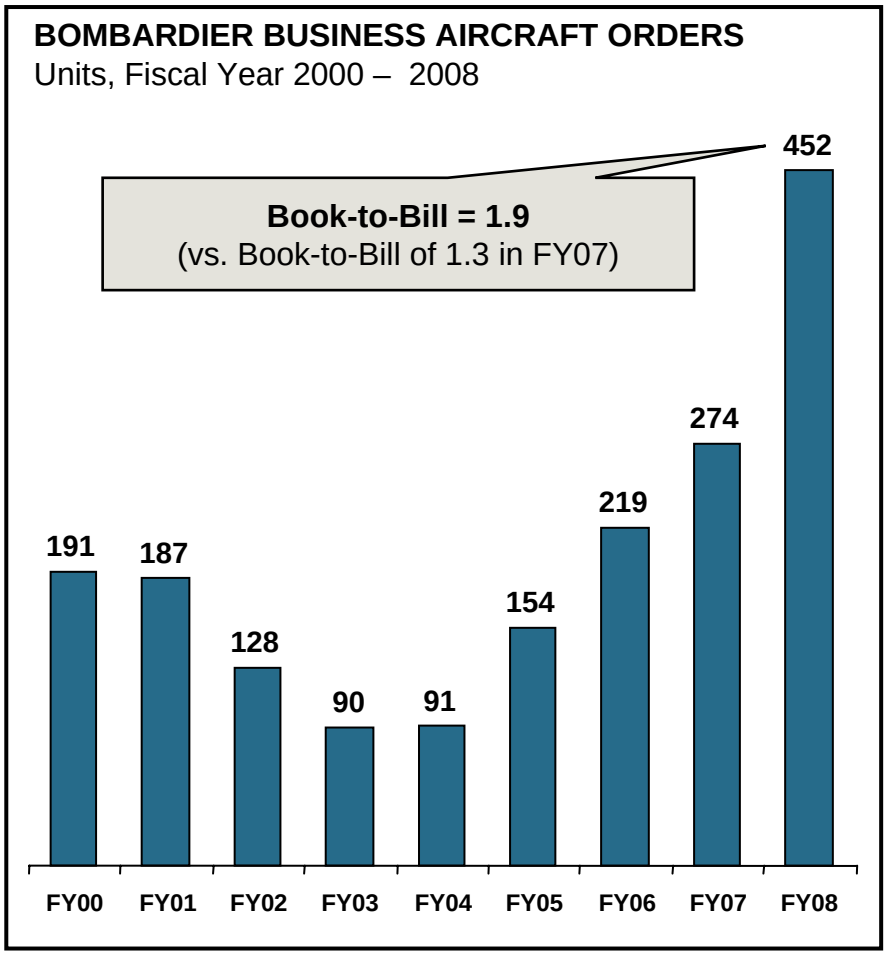
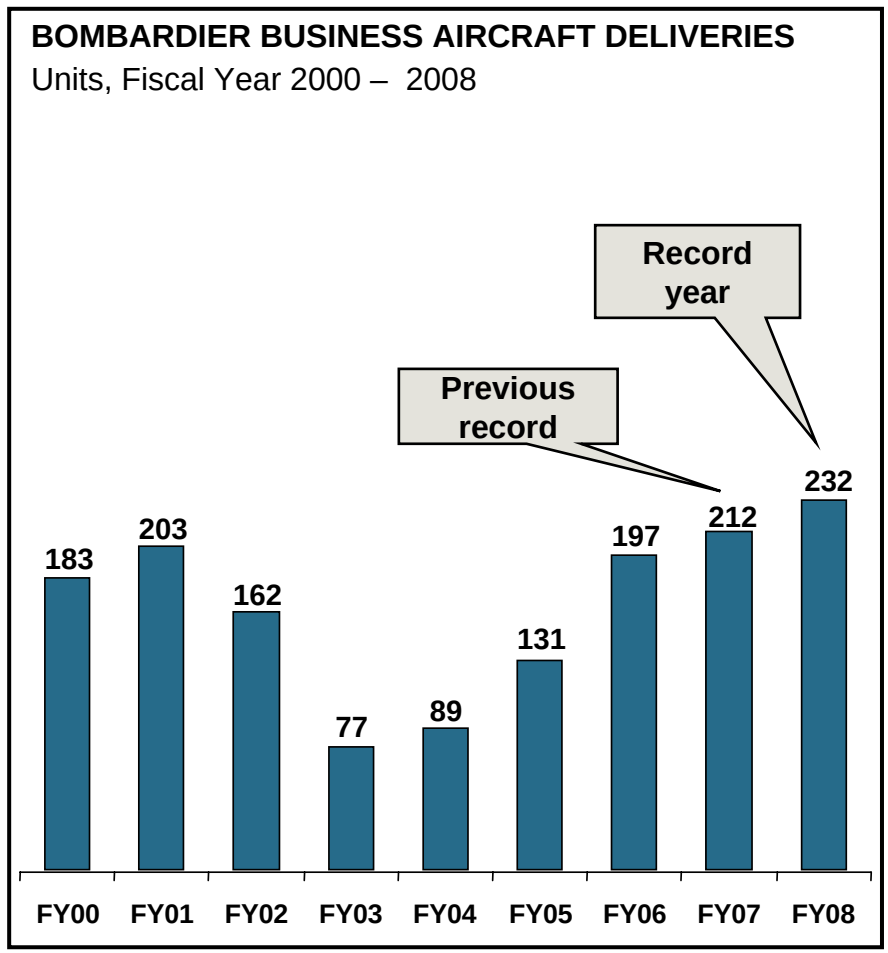
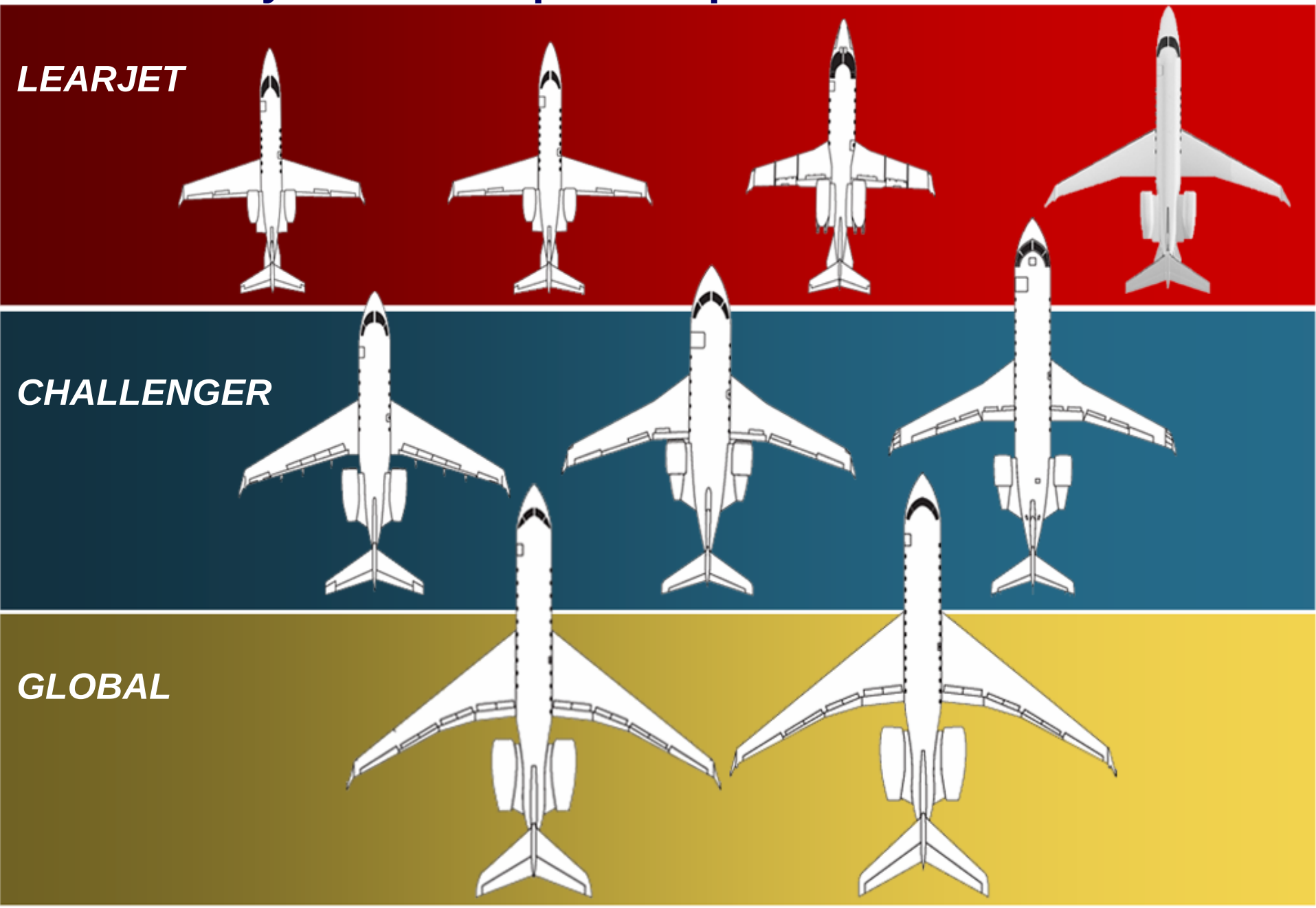
Record business aircraft orders in FY08





Source: Bombardier Business Aircraft Finance

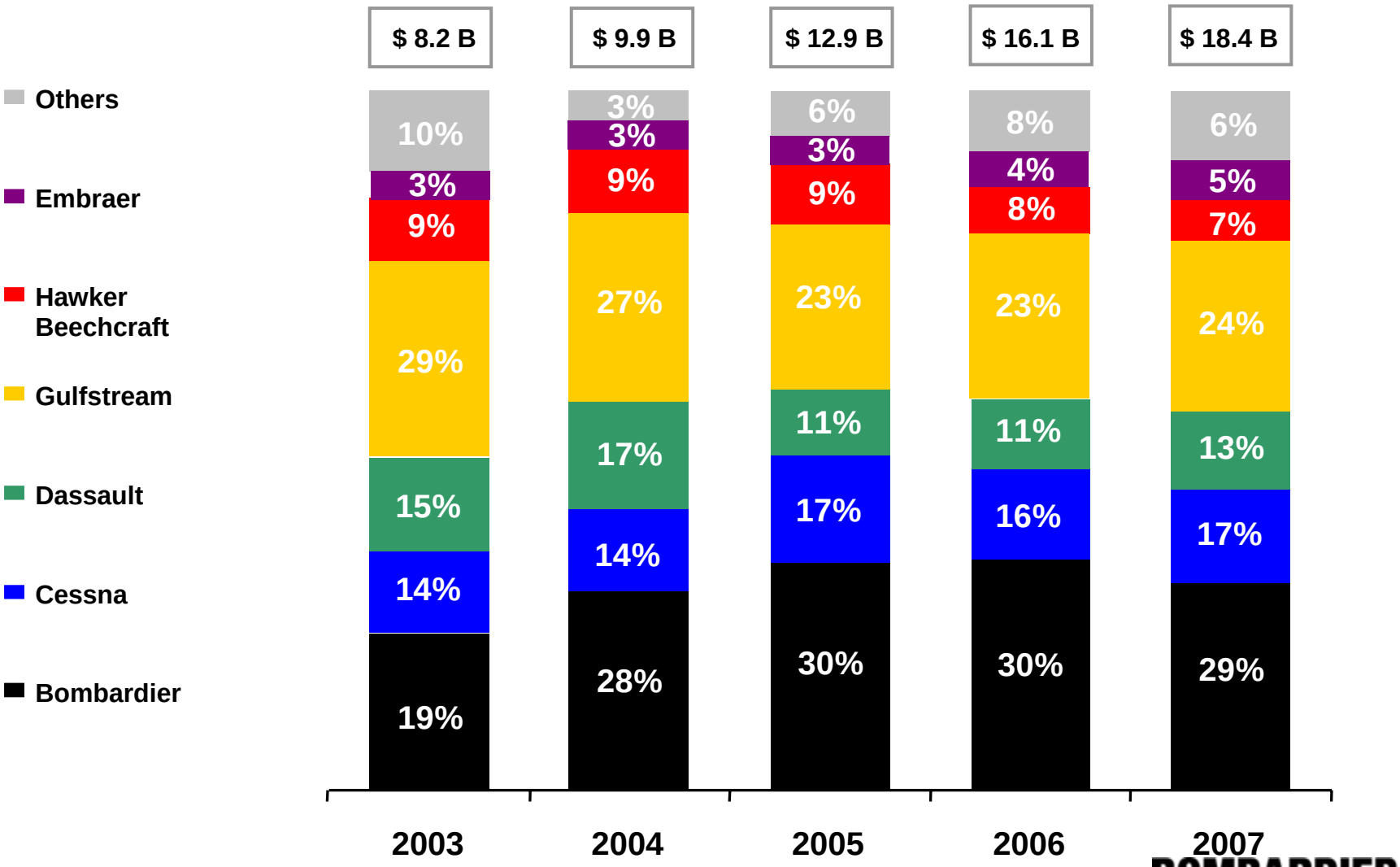
The industry’s broadest product portfolio



The market leader for a fourth consecutive year

BUSINESS AIRCRAFT REVENUES MARKET SHARE

% Estimated Market Share, Total Deliveries, Calendar Year 2003 - 2007



Source: Revenues estimated from GAMA deliveries and BC&A list prices.
Very light jet category (Eclipse, Mustang, CJ1+, CJ2+, Premier 1) is excluded.

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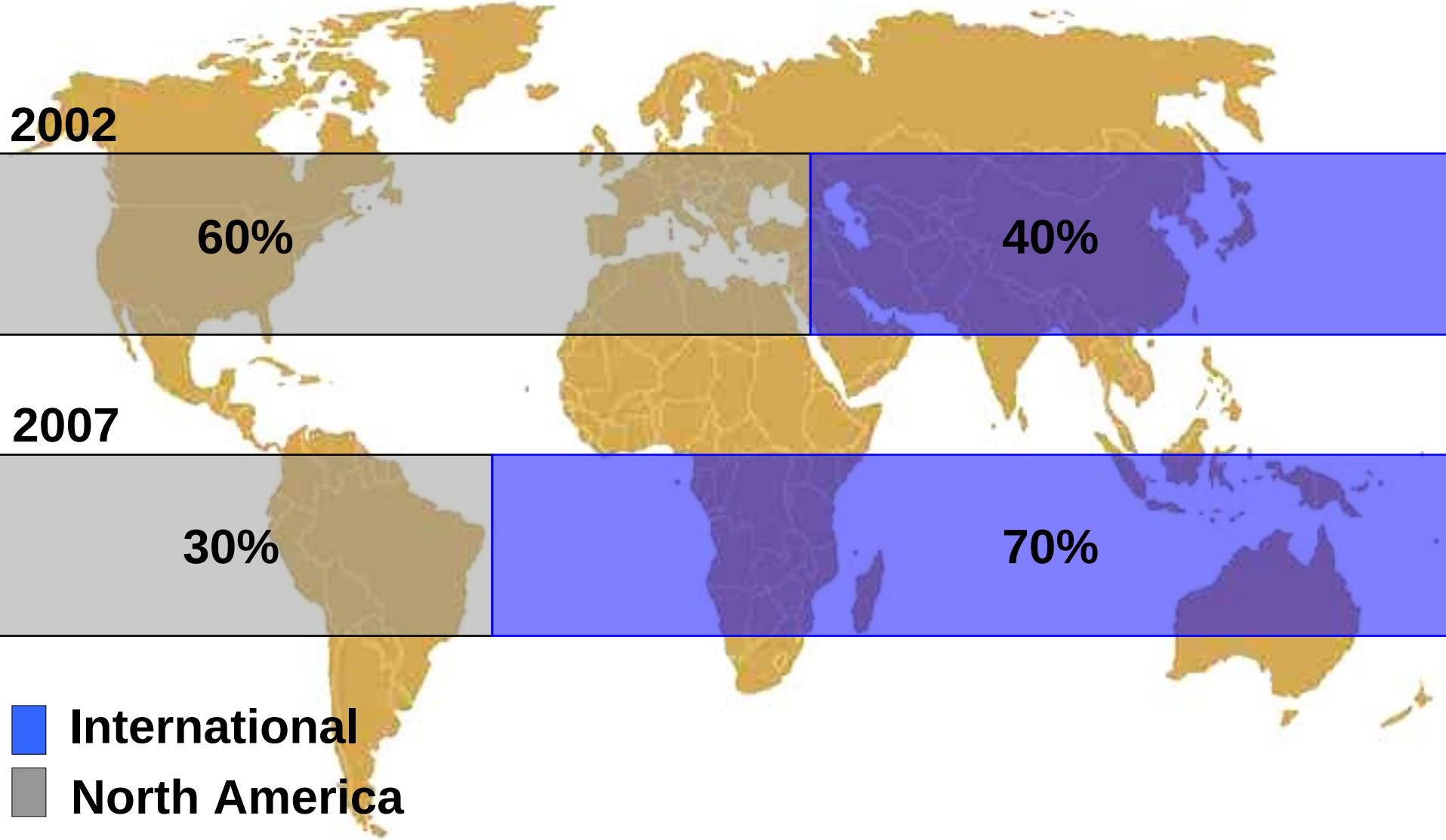
XOJET Orders up to
80 Challenger 300 jets
Potential value of $1.9 billion U.S.
XOJET

VISTA JET orders up to 60 jets
Potential value of $1.2 billion U.S.

European operator orders up to
110 Learjet 60 XR jets
Potential value of $1.5 billion U.S.

Globalization of Bombardier's customer base

BUSINESS AIRCRAFT ORDERS*



*Flexjet non included

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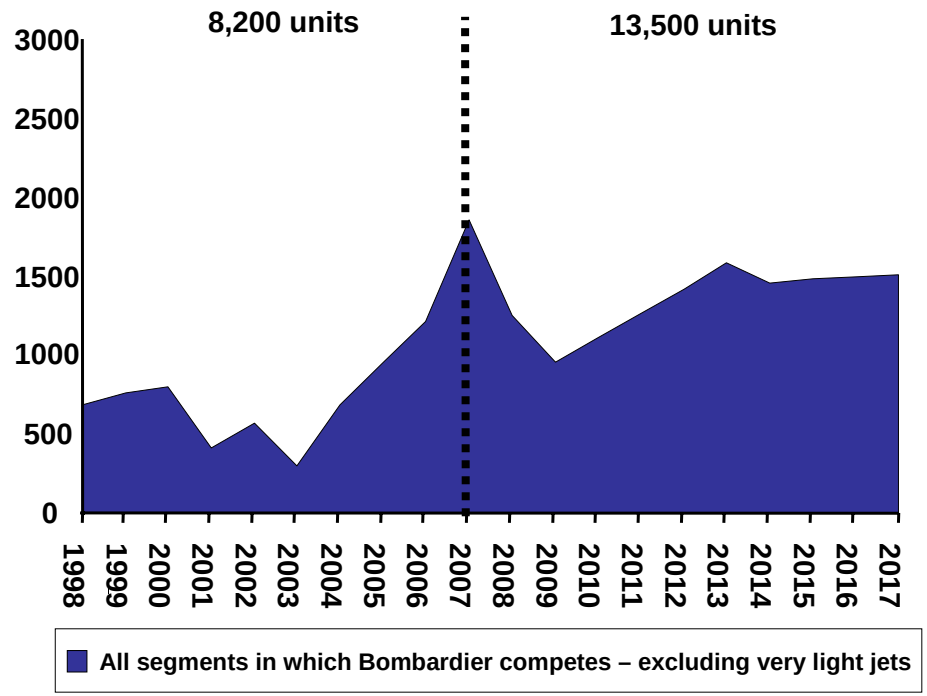
Outlook shows sustainable long term growth

All forms of business jet usage are growing	▪ Air taxi ▪ Branded charter ▪ Jet card programs ▪ Fractional ownership ▪ Full ownership
International growth decreases the exposure of the industry to a possible U.S. recession	▪ U.S. is a mature market and has the largest installed base ▪ Europe is now a significant market and growing ▪ Russia and Middle East are now established markets and growing ▪ China and India are emerging markets with significant growth potential
Business jet industry fundamentals are strong	▪ Industry business jet orders have set new records for three consecutive years ▪ At more than $63 billion, the industry backlog is at an all-time high ▪ Despite recent increases in pre-owned aircraft inventory levels, the used market is still healthy

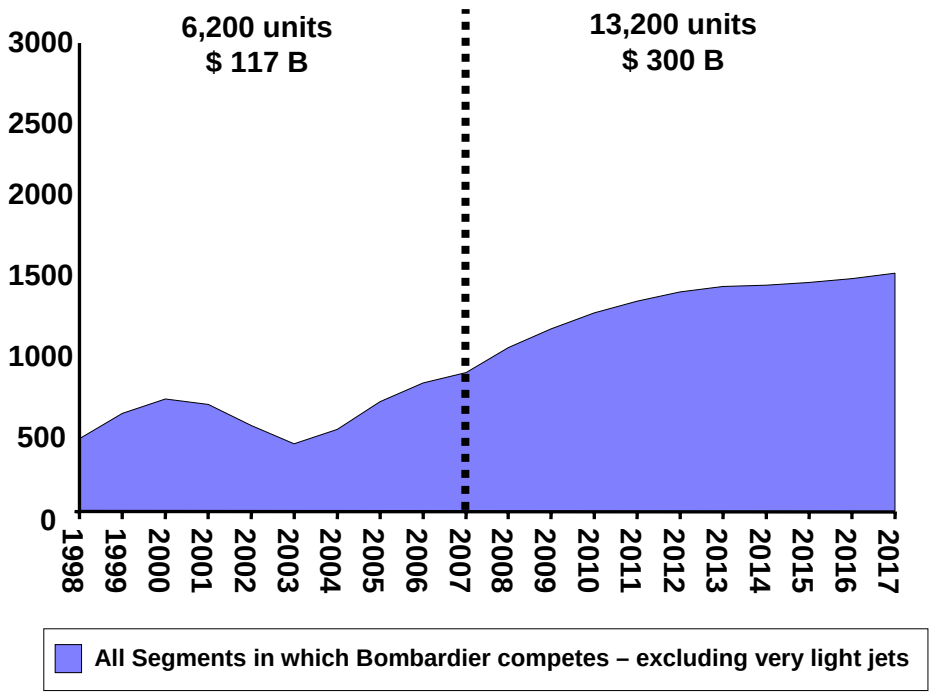
Despite an expected cyclical decrease in orders over the next two years, industry deliveries should continue to increase

BUSINESS JET INDUSTRY 10-YEAR OUTLOOK

ORDERS
Units, Calendar year 1998-2017



DELIVERIES
Units, Calendar year 1998-2017



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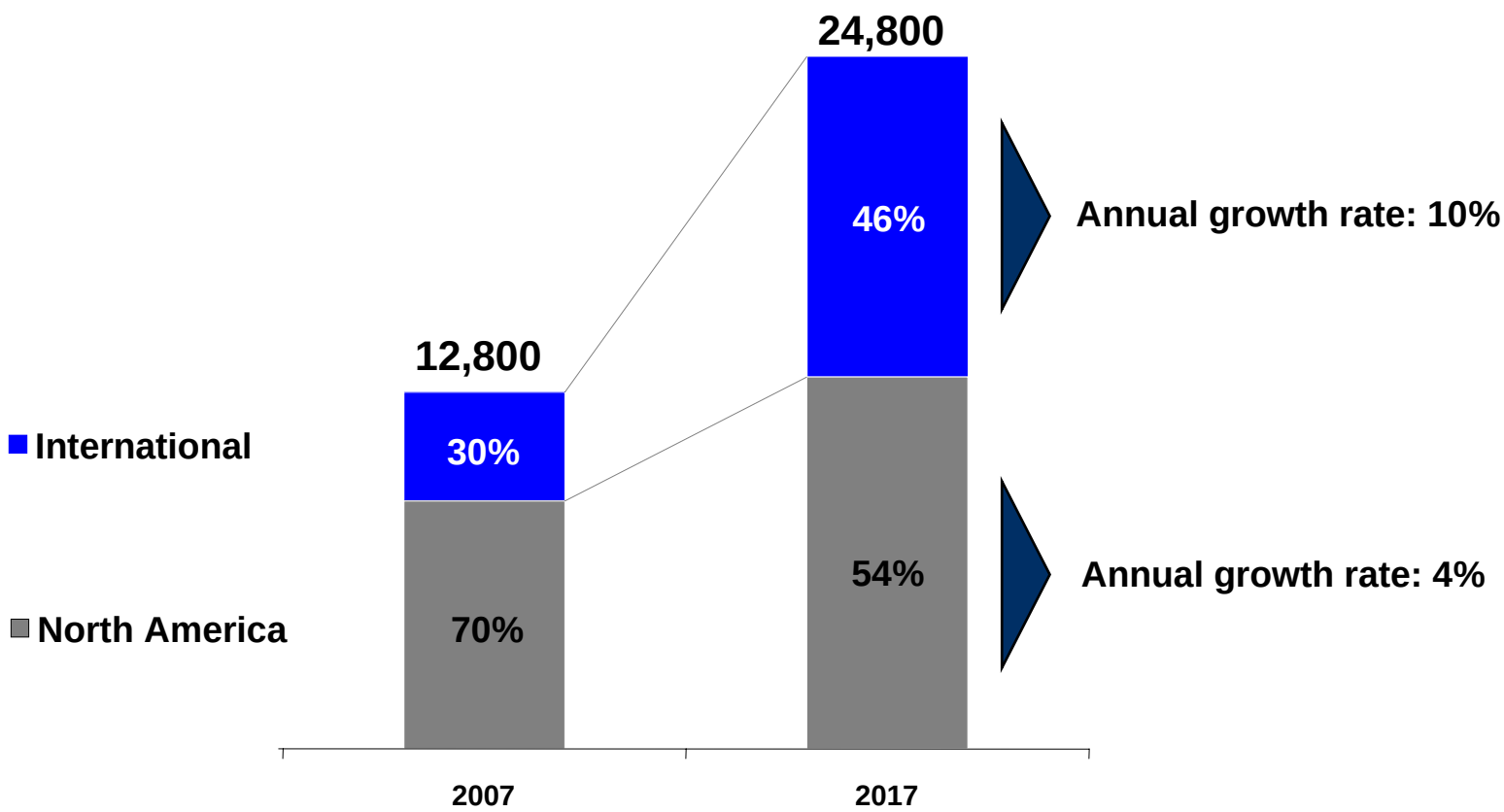
Source: Bombardier Business Aircraft Forecasting Model. Very light Jet categories includes Eclipse, Mustang, Phenom 100, CJ1+, CJ2+ and Premier 1.

The worldwide fleet is forecast to double in size over the next 10 years

INSTALLED BASE
Units, Excluding Very Light Jet category, 2007 and 2017



Source: Bombardier Business Aircraft Forecasting Model.
Very light Jet category includes Eclipse, Mustang, Phenom 100, CJ1+, CJ2+ and Premier 1.

Bombardier will build on its leadership position

Improvement Initiatives

Improving product portfolio

- *Global Vision* flight deck
- *Global 5000* range increase
- *Challenger 605* London City certification
- *Challenger 605* BEVS[1]
- *Challenger 300* NICE[2] cabin
- *Learjet 85*

Improving operational efficiency

- Expanding Dorval Challenger assembly facility
- Lean manufacturing initiatives
- Toronto transformation
- Global completions dynamic line
- *Challenger 605* U-Line completions

Improving customer satisfaction

- Improving on-time deliveries
- Reduction of Open Delivery Items
- Aircraft-On-Ground support
- PartsExpress
- Promoting safe operations
- Carbon Offset Program

[1] Bombardier Enhance Vision System
[2] Network Integrated Cabin Equipment

LEARJET 40 XR

THE PREMIUM LIGHT JET
LARGEST CABIN AND HIGHEST SPEED

LEARJET 45 XR
BEST ECONOMICS IN CATEGORY

LEARJET 60 XR

MOST FUEL EFFICIENT MIDSIZE JET

LEARJET 85
REDEFINING
THE MIDSIZE JET SEGMENT

CHALLENGER 300

BEST PERFORMANCE AND VALUE IN ITS CLASS

CHALLENGER 605

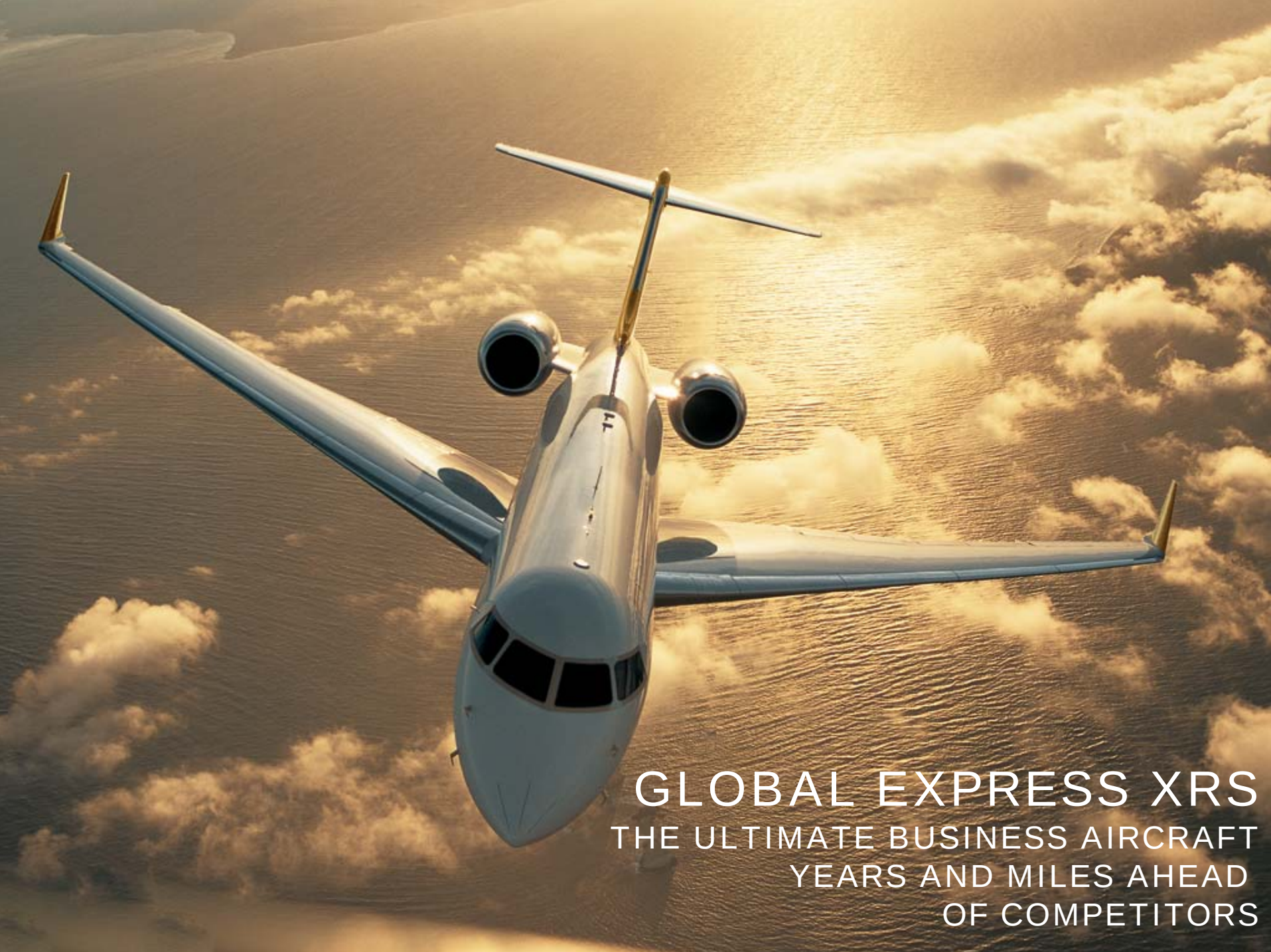
THE WORLD'S BEST SELLING LARGE JET

CHALLENGER 850

ULTIMATE CABIN VOLUME AND PROVEN CRJ AIRLINER RELIABILITY

GLOBAL 5000

BEST COMBINATION OF CABIN, RANGE AND SPEED


GLOBAL EXPRESS XRS
THE ULTIMATE BUSINESS AIRCRAFT
YEARS AND MILES AHEAD
OF COMPETITORS

We have made progress since last year

	Paris 2007	*Farnborough 2008*
Aerospace (G.Hachey)	▪ On track for 5% EBIT in FY08	▪ Delivered 5.8% EBIT in FY08 ▪ Focus is on delivering strong financials
Customer Services & Support (J.Hoblyn)	▪ Satisfied with first results of new business unit	▪ Strengthening services & support
Business Aircraft (S.Ridolfi)	▪ Still challenged to meet demands of a growing market	▪ Record order performance and backlog ▪ Focus on delivery and operational performance
Commercial Aircraft (G.Scott)	▪ ***CSeries*** **momentum building and strenghtened market fundamentals**	▪ **Solid order performance and backlog** ▪ **Strong *CSeries* interest**

Bombardier's Commercial Aircraft portfolio is aligned with current market trends towards larger capacity aircraft

Turboprops*

Q400 NextGen

Regional jets**

CRJ700/705 NextGen

CRJ900 NextGen

CRJ1000 NextGen

Single-aisle mainline jets

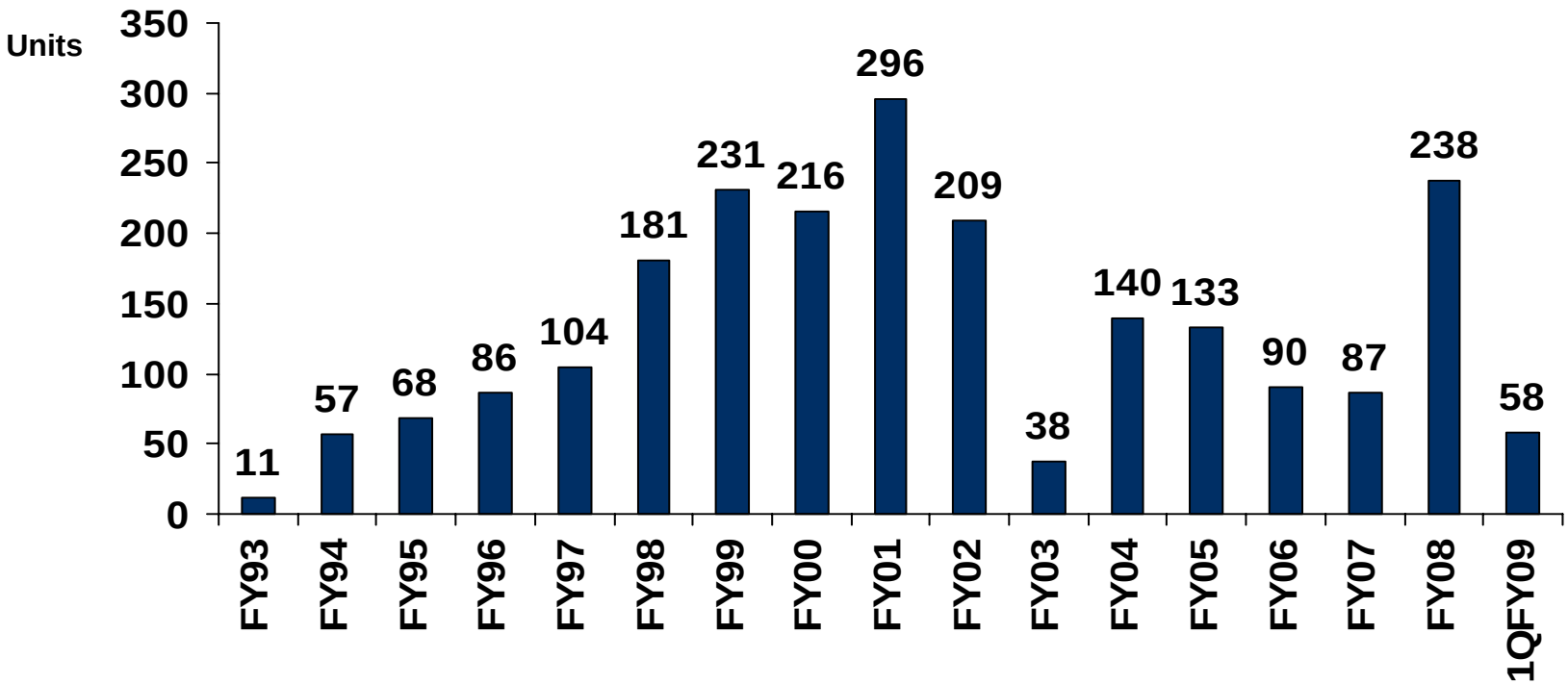
*CSeries****

* Q200 and Q300 production to stop in FY09
** CRJ200 production now converted to Challenger 850
*** Launched in July 2008

Bombardier Commercial Aircraft
Operated by leading airlines worldwide

Strong order intake for Bombardier Commercial Aircraft during fiscal year 2008

YEARLY ORDER INTAKE
Units, Fiscal Years 1993 - 2008



238 Firm Orders in FY2007/08 Valued at $7.5 Billion*

*Based on List Prices

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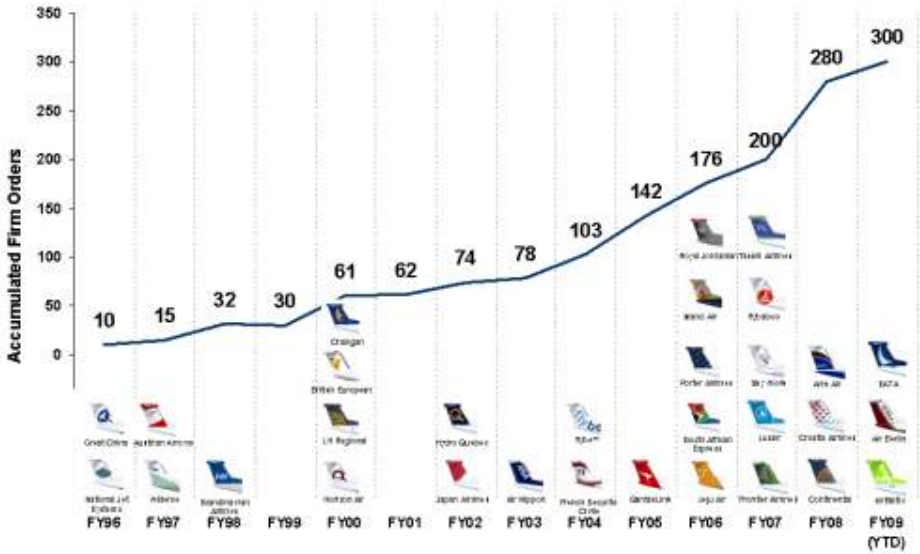
Large regional aircraft programs gaining strong momentum

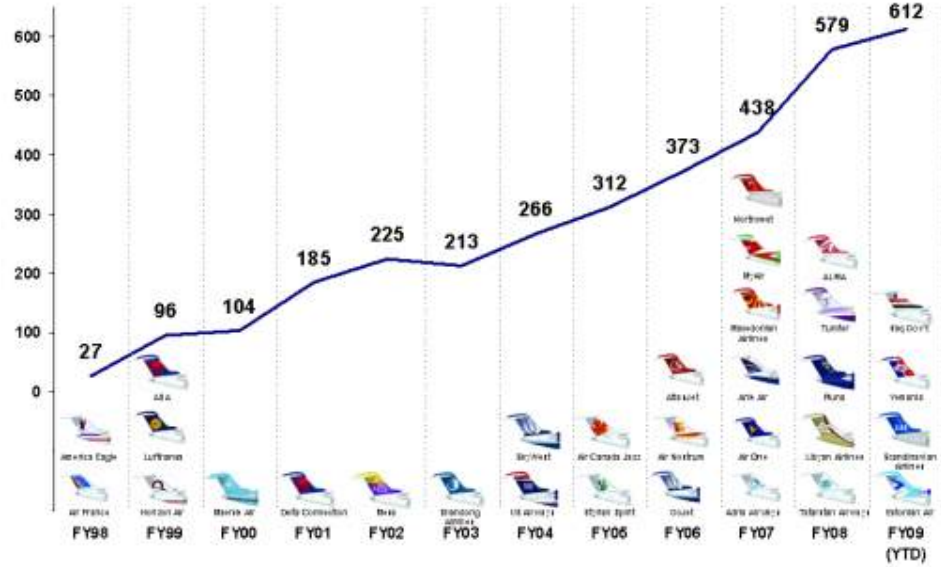
Q400 ORDER MOMENTUM

Accumulated Firms Orders, net, Fiscal Year 1996 – YTD 2009



CRJ700/900/1000 ORDER MOMENTUM

Accumulated Firms Orders, net, Fiscal Year 1998 –YTD 2009



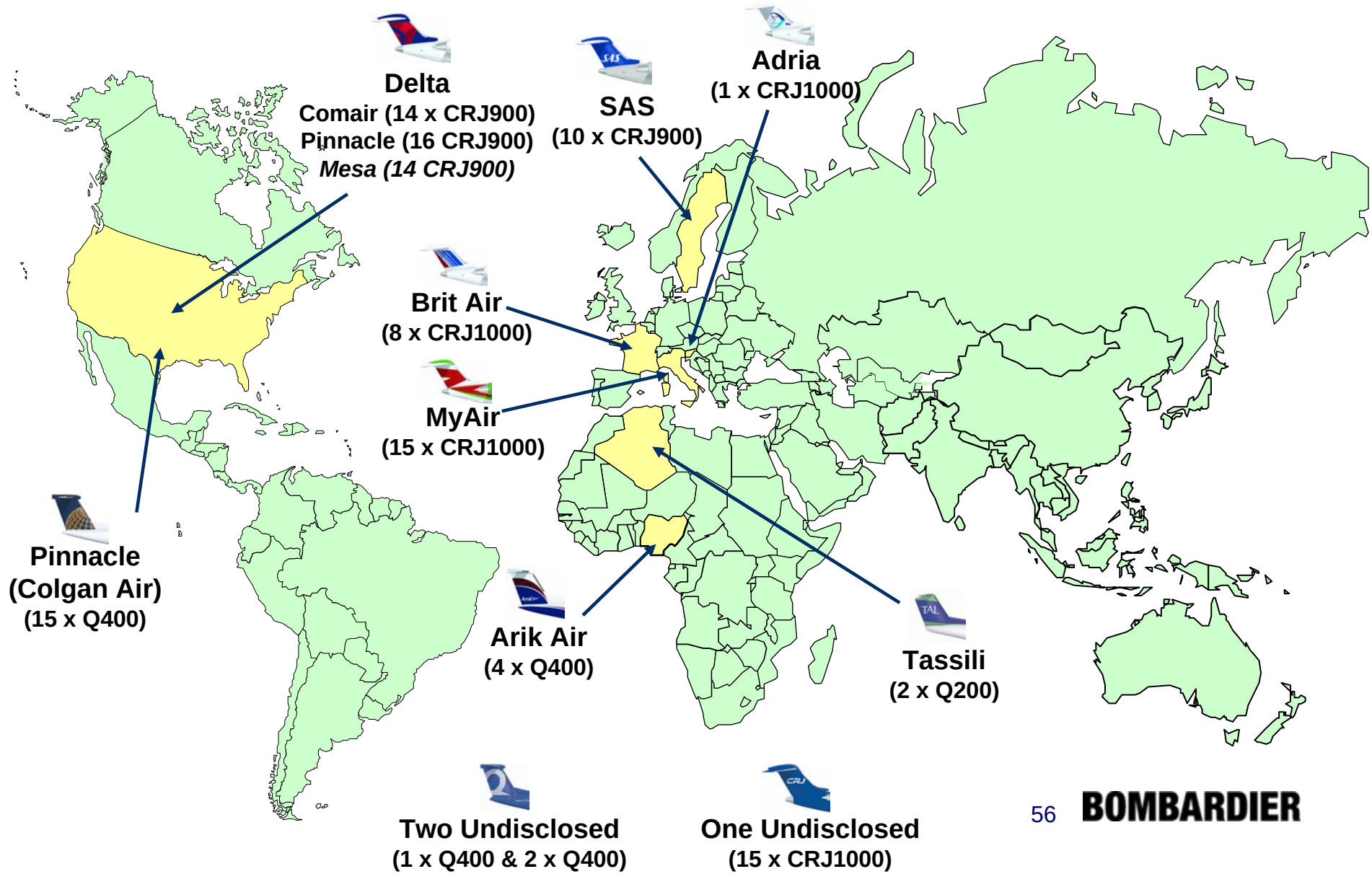
Notes: 1) As of April 7, 2008
2) New customer orders in a fiscal year are identified via tail logo
3) CRJ order status includes 7 Challenger 800 variants ordered prior to Jan 31, 2006

BOMBARDIER

Our customer base continues to expand since Feb. 1, 2007
- 15 new customers -

BOMBARDIER

Our customer base continues to expand since Feb. 1, 2007
- 12 existing customers new to type -



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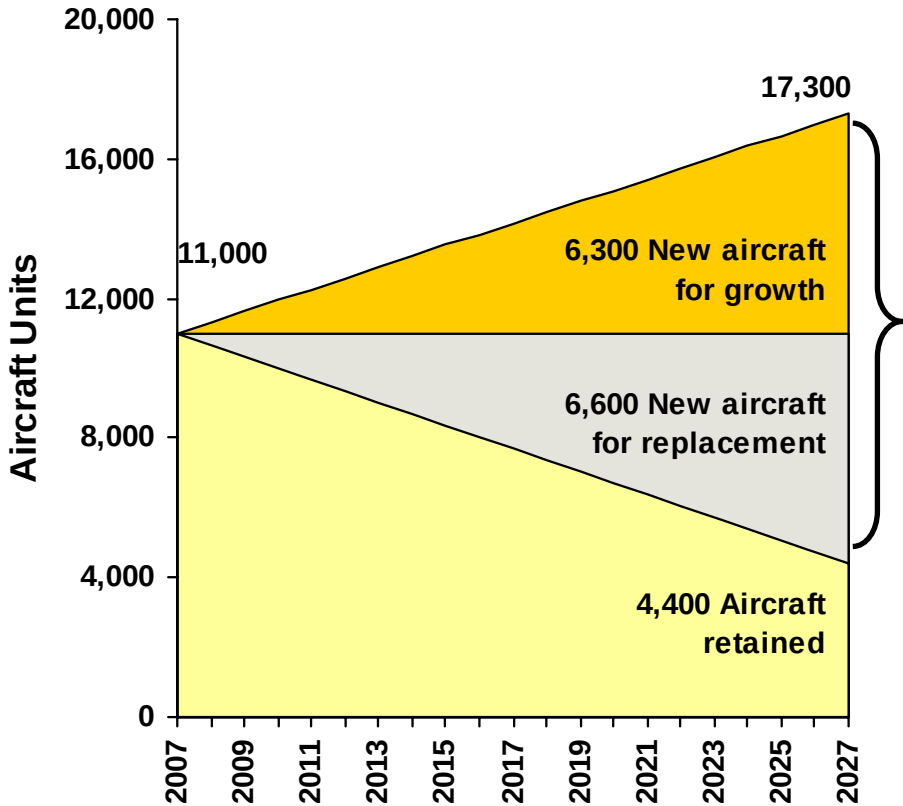
Forecast reflects robust market demand for optimized aircraft solutions from 20 to 149 seats

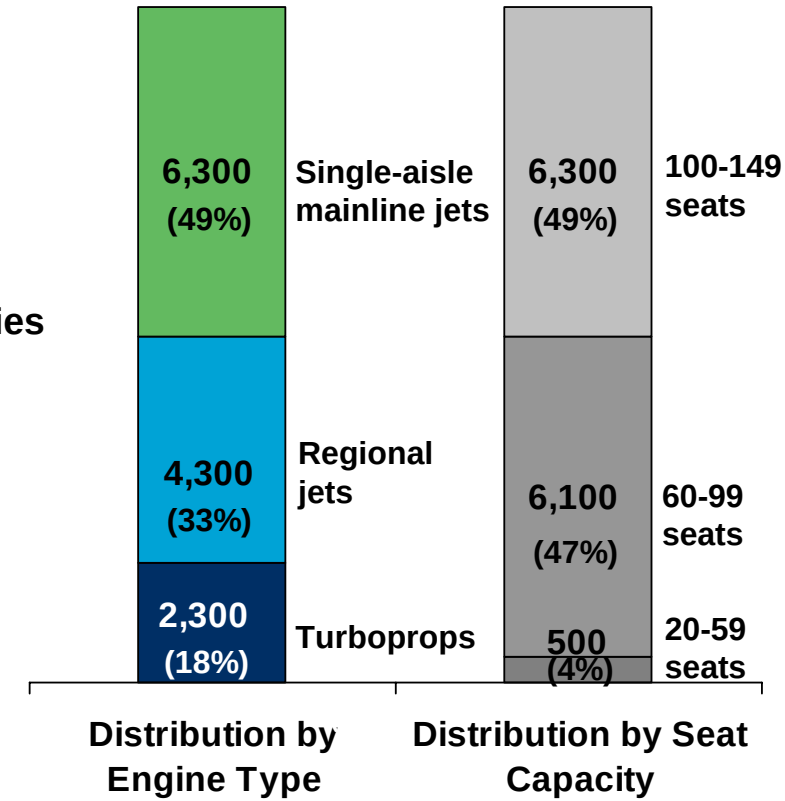
BOMBARDIER COMMERCIAL AIRCRAFT MARKET FORECAST

20 to 149-seat segment fleet size, 2007-2027



20 TO 149-SEAT DELIVERIES BY ENGINE TYPE AND SEAT CAPACITY

Units delivered, Total units = 12,900, 2007-2027

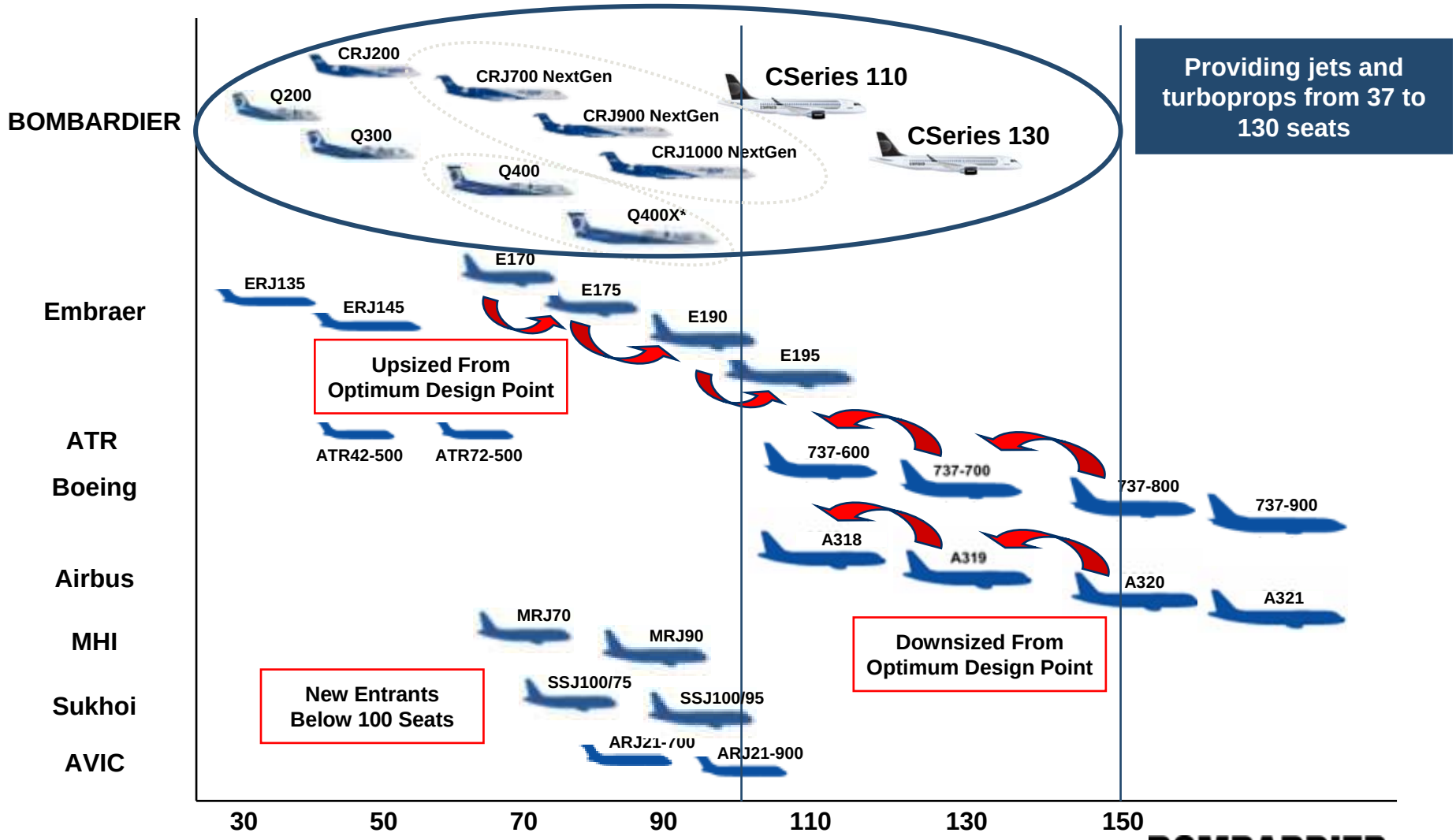


BOMBARDIER

OPTIMIZED SOLUTIONS
FOR THREE DISTINCT MARKETS

Bombardier Commercial Aircraft provides the best aircraft solutions for short-haul, high/low density medium and longer range markets

Bombardier commercial aircraft offers three aircraft solutions to serve three distinct markets



* Programs that are not yet launched or are under study

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OPTIMIZED REGIONAL JET SOLUTION

Designed for hub expansion and point-to-point services, the CRJ is optimized for medium to long distance routes where traffic volumes are low.

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The *CRJ* Series *NextGen* Aircraft
Optimized for long/thin regional airline routes

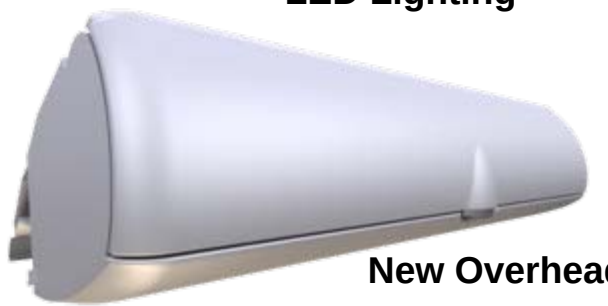
- ✓ 7%-15% Better Direct Operating Costs Than Competing Jets
- ✓ Enhanced Comfort From Redesigned NextGen Cabin
- ✓ Reduced Environmental Impact – Lowest Emissions In Its Class
- ✓ Optimized Platform for Low Traffic Markets of Medium-Long Distances

BOMBARDIER

CRJ NextGen Interior
Enhancing the passenger experience

CRJ NextGen

LED Lighting



New Overhead Bins

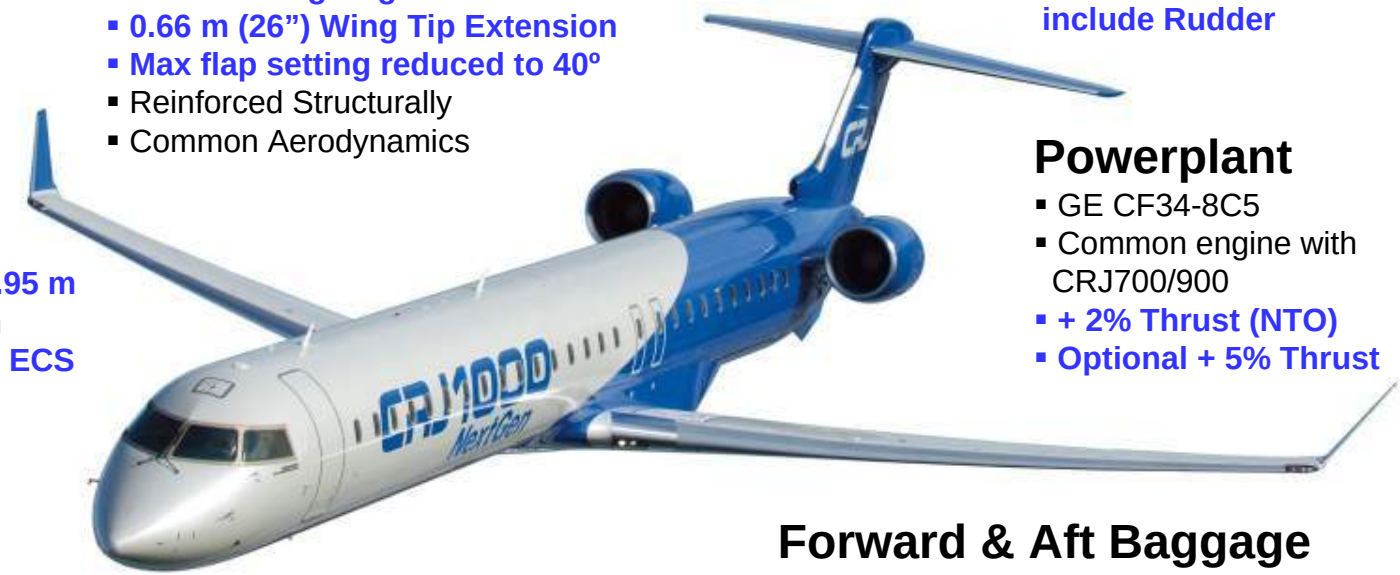
Larger Windows

The Newest Member of the *CRJ* Family
The *CRJ1000*

Wing
- **7.5% Trailing Edge Extension**
- **0.66 m (26”) Wing Tip Extension**
- **Max flap setting reduced to 40º**
- Reinforced Structurally
- Common Aerodynamics

Control-by-Wire
- **Expanded from Spoilers to include Rudder**

Powerplant
- GE CF34-8C5
- Common engine with CRJ700/900
- **+ 2% Thrust (NTO)**
- **Optional + 5% Thrust**



Fuselage
- **Extended by 2.95 m (116”) extension**
- **New dual zone ECS system**

Avionics
- **Enhanced Proline IV Suite**
- **Introduction of selected Proline 21 Nav/Comm LRU**

Landing Gear
- MLG Reinforced
- Upgraded Rolling Stock
- **Carbon Brakes (lower weight)**

Forward & Aft Baggage Compartment
- **Increased volume**

CRJ1000 is a minimum change design evolution from the _CRJ900_

OPTIMIZED TURBOPROP SOLUTION

The optimized aircraft for short-haul services provides the perfect balance of passenger comfort and operating economics with the lowest environmental footprint

BOMBARDIER

The *Q400 NextGen* Aircraft
The best economics of any regional aircraft

- ✓ Best Short-haul Regional Airline Economics
- ✓ Reduced Environmental Impact – Lowest Emissions In Its Class
- ✓ Jet-like Speed Allows For Airline Schedule Optimization
- ✓ Enhanced Comfort From Redesigned Cabin
- ✓ Family Commonality With Dash 8 Models

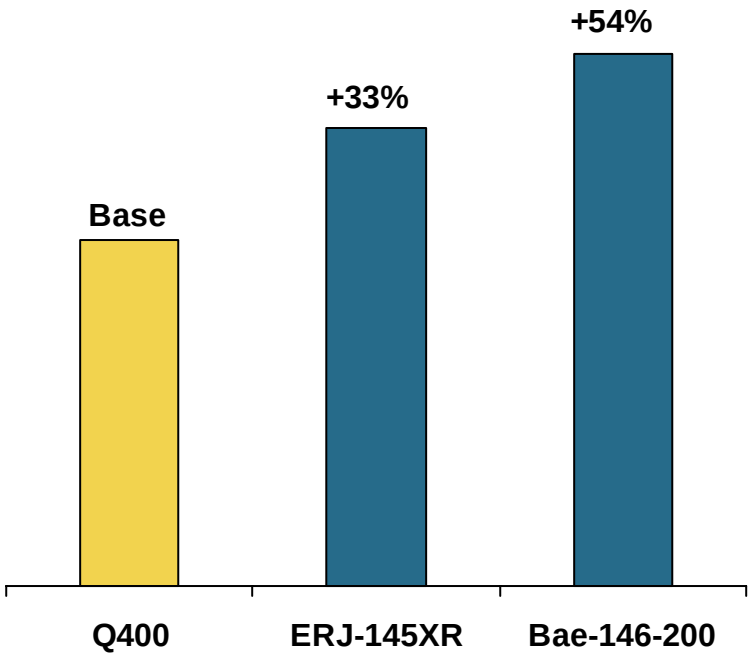
BOMBARDIER

Optimized solution for short-haul services ensures turboprop longevity

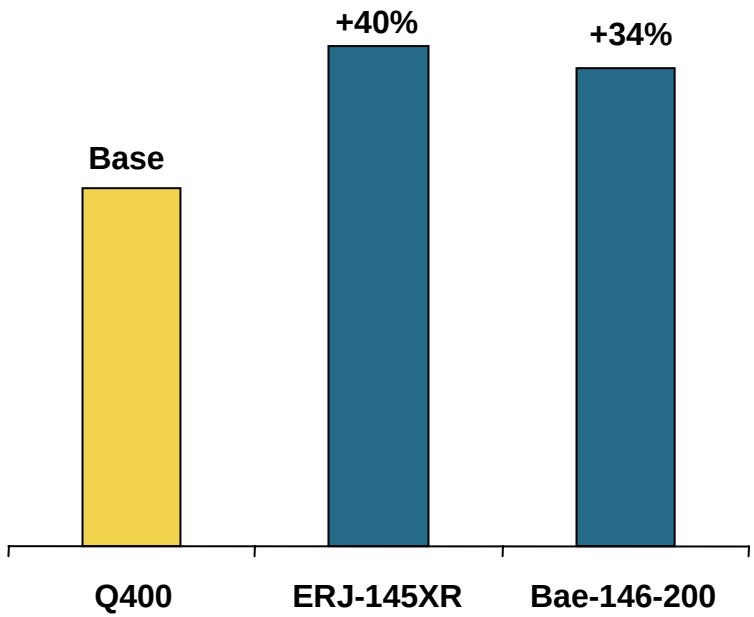
- **Turboprops are the lowest trip and seat-cost aircraft for short haul routes**
- **Without Turboprops, service in short-haul markets and small communities will disappear**
- **Economics are increasingly relevant as yields continue to fall and fuel prices rise.**
- **Regional Jets simply cannot profitably replace all Turboprop flying**
- **Turboprops are the only option at many airfields around the world**

The Short Haul Economics of the *Q400* Are Unbeatable

BLOCK FUEL PER SEAT AT 200 NM



CASH OPERATING COSTS PER SEAT AT 200 NM



With optimized short-haul economics and high speed, the *Q400* can replace older regional jets

All Aircraft at LRC, Q400 @ 74 Seats, ERJ145XR @ 50 Seats, BAe-146-200 @ 88 Seats

BOMBARDIER

Optimized for sustainability

Q400 helps operators to achieve:

- ✓ Lower Fuel Consumption
- ✓ Lower Carbon Emissions
- ✓ Lower Community Noise

Eco-friendly *Q400* offers costs savings with:

- ✓ Lower Fuel Costs
- ✓ Lower Carbon Tax or Fewer Carbon Credits
- ✓ Lower Fees at Noise Sensitive Airports

Flybe Bombardier Q400		flybe.
Local Environment		
Noise Rating (Less … More)		A
Take Off & Landing CO_2 Emissions		A (817kg)
Take Off & Landing CO_2 Emissions (per seat)		10.5kg
Take Off & Landing Local Air Quality [1]		2kg
Journey Environment		
Total Aircraft Fuel Consumption By Journey Length	Domestic (500km)	A (1044kg)
	Near EU (1000km)	A (1896kg)
	Short Haul (1500km)	A (2760kg)
CO_2 Emissions Per Seat By Journey Length	Domestic (500km)	B (42kg)
	Near EU (1000km)	B (77kg)
	Short Haul (1500km)	B (111kg)
Passenger Environment		
	Minimum Leg Room	30"
	Number Of Seats	78

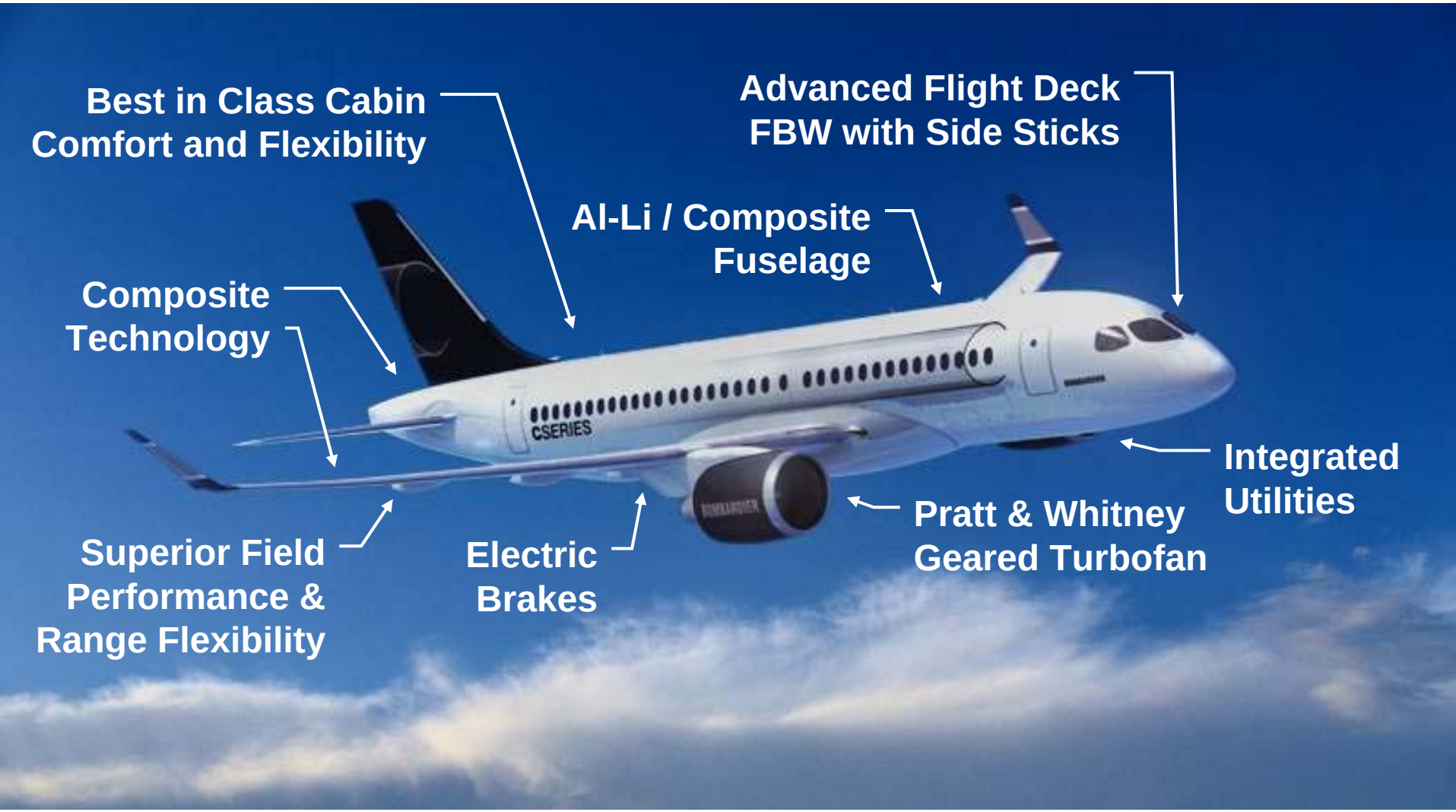
[1] Emissions of Nitrogen Oxides as an indicator of the effects on local air quality

Flybe's "Ecolabel" for the Q400

C*SERIES* • A Game Changer In Its Class

- ☑ **Family of Aircraft with Full Commonality**
- ☑ **Unmatched Reduction in Environmental Footprint**
- ☑ **Total Life Cycle Cost Improvement**
- ☑ Up to **15**% Better Cash Operating Costs and 20% Fuel Burn Advantage
- ☑ **Widebody Comfort In A Single Aisle Aircraft**
- ☑ **Mature 99% Reliability at Entry Into Service**
- ☑ **Operational Flexibility – Short Field and Longer Range Performance**

C*SERIES* • Technologies and Design Evolutions Focused on Delivering Operational Benefits

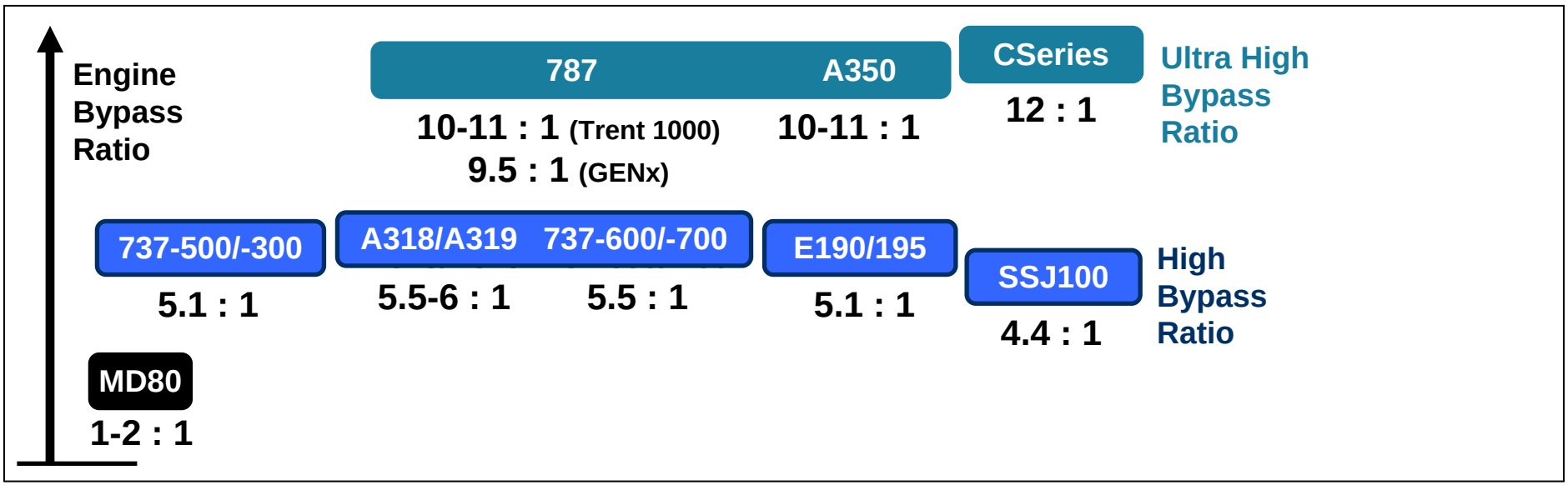


C*SERIES* and the Pratt & Whitney Geared Turbofan … Leading the way in fuel burn reduction

<u>Ultra High Bypass Ratio</u> Coupled with Newest & Proven Technology Yielding:

- **Up to 20% Fuel Burn Advantage***
- **Lower Noise: Stage IV -20 EPNdB**
- **Lower Emissions**

Pratt & Whitney Geared Turbofan™



* vs. Current In-Production Aircraft

CSeries entry into service is principally driven by technology optimization for the 100 to 149-seat market

2006	2007-2008	2008-2013	2013
Business Model & Product Optimization • Technology • Partnerships • Customer Engagement	**Confirmation** • Technology • Partner & Supplier Agreements • Customer Orders	**Development** 	**Aircraft Entry Into Service**
Ongoing Engine Technology Readiness	**Engine Partner Selection** ✓	**Development & Certification by 2012**	**Engine Entry Into Service**
	Authority to Offer ✓		
	Launch - July 2008 ✓		

BOMBARDIER

Commercial Aircraft in summary

- **Strong order performance and backlog growth at Bombardier Commercial Aircraft**
- **Customer base expanding rapidly for our products**
- **Product innovation with CRJ NextGen and Q400 NextGen**
- **CSeries is a game changer in the 100-149 seat segment:**
  - **Authority To Offer granted**
  - ***Program Launch – July 2008***

We have made progress since last year

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Commercial Aircraft (G.Scott)	▪ CSeries momentum building and strenghtened market fundamentals	▪ Solid order performance and backlog ▪ Strong CSeries interest

Aligned to lead in growing markets and deliver long term sustainable profit

Summary

- **Bombardier Aerospace delivered strong financial results in FY2008**
- **Current strong and diversified backlog offers good resilience against U.S. economy downturn**
- **Bombardier Aerospace is a leader in its market and current products in development are expected to increase this leadership**
- **Bombardier Aerospace is now aiming at becoming a world class company through flawless execution by :**
  - Pursuing its plan to improve EBIT
  - Delivering on our commitment to corporate responsibility
  - Becoming number one in customer satisfaction

Caution regarding non-GAAP earnings measures

This presentation is based on reported earnings in accordance with Canadian generally accepted accounting principles (GAAP). It is also based on EBITDA as well as on Free Cash Flow. These non-GAAP measures are directly derived from the Consolidated Financial Statements, but do not have a standardized meaning prescribed by GAAP; therefore, others using these terms may calculate them differently. Management believes that a significant number of the users of its MD&A analyze the Corporation's results based on these performance measures and that this presentation is consistent with industry practice.

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