



Second quarter results – fiscal year 2011

Presentation to investors, financial analysts and media

BOMBARDIER

September 1, 2010



Forward-looking statements

This presentation includes forward-looking statements, which may involve, but are not limited to, statements with respect to the ours objectives, targets, goals, priorities and strategies, financial position, beliefs, prospects, plans, expectations, anticipations, estimates and intentions; general economic and business conditions outlook, prospects and trends of the 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; and expected impact of the legislative and regulatory environment and legal proceedings on our business and operations. 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", the negative of these terms, variations of them or similar terminology. By their nature, forward-looking statements require us 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 forecasted results. While we consider our assumptions to be reasonable and appropriate based on information currently 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, refer to the respective Forward-looking statements sections in BA and BT in the MD&A of the Corporation's annual report for fiscal year 2010.

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 our business environment (such as risks associated with the financial condition of the airline industry and major rail operators), operational risks (such as risks related to developing new products and services; doing business with partners; product performance warranty and casualty claim losses; regulatory and legal proceedings; to the environment; dependence on certain customers and suppliers; human resources; fixed-price commitments and production and project execution), financing risks (such as risks related to liquidity and access to capital markets, certain restrictive debt covenants, financing support provided for the benefit of certain customers and reliance on government support) and market risks (such as risks related to foreign currency fluctuations, changing interest rates, decreases in residual value and increases in commodity prices). For more details, see the Risks and uncertainties section in Other in the MD&A of the Corporation's annual report for fiscal year 2010. 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 our 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. The forward-looking statements contained in this presentation are expressly qualified by this cautionary statement.

Overview

- **Revenues at \$4.1 billion vs \$4.9 billion last year**
- **Net income of \$148 million (diluted EPS of \$0.08) compared to \$202 million (diluted EPS of \$0.11) last year**
- **Free cash flow usage of \$508 million compared to a free cash flow of \$18 million last year**
- **High order intake at Transportation with a book-to-bill ratio of 2.0**
- **Good cash position of \$2.8 billion**
- **Strong backlog at \$47.4 billion**

Segmented information – Aerospace

(In millions of U.S. dollars)

Revenues

Manufacturing

	Q2 F2010-11	Q2 F2009-10
Manufacturing	1,367	1,891
Services	399	344
Other	196	164
Total	1,962	2,399
EBITDA	161 8.2%	247 10.3%
Amortization	70	93
EBIT	91 4.6%	154 6.4%

Total

EBITDA

Amortization

EBIT

Segmented information – Transportation

(In millions of U.S. dollars)

Revenues

Rolling stock

	Q2 F2010-11	Q2 F2009-10
Rolling stock	1,471	1,851
Services	300	364
System and signalling	346	332
Total	2,117	2,547
EBITDA	170 8.0%	189 7.4%
Amortization	30	30
EBIT	140 6.6%	159 6.2%

EBITDA

Amortization

EBIT

Financial results overview

(In millions of U.S. dollars, except per share amounts)

	Q2 F2010-11	Q2 F2009-10
Revenues	4,079	4,946
EBIT	231	313
Financing expense, net	44	49
EBT	187	264
Income taxes	39	62
Net income	148	202
EPS (basic and diluted)	0.08	0.11

Free cash flow

(In millions of U.S. dollars)

	Q2 F2010-11	Q2 F2009-10
Aerospace	(287)	(10)
Transportation	(132)	149
Interest and taxes	(89)	(121)
Total	(508)	18

Conclusion

- New product developments on track
- Both groups focused on managing their costs
- Focus on improving cash flow generation
- Strong backlog at \$47.4 billion
- Long-term prospects remain strong

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, and 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 this presentation is consistent with industry practice.