Financial Results for the fourth quarter and fiscal year ended December 31, 2011

Presentation to investors, financial analysts and media

BOMBARDIER

March 1, 2012

Forward-looking statements

This presentation includes forward looking statements, which may involve, but are not limited to: statements with respect to our objectives, guidance, targets, goals, priorities, markets and strategies, financial position, 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; our competitive position; and the 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” , “continue” or ”maintain”, 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 Guidance and forward-looking statements sections in Overview, Bombardier Aerospace and Bombardier Transportation sections in the Management’s Discussion and Analysis (“MD&A”) in the Corporation’s annual report for the fiscal year ended December 31, 2011.

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, exposure to credit risk, 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. 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, 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 are expressed in U.S. dollars unless otherwise indicated

Overview – Good overall performance by both groups

Highlights

- Consolidated revenues of $18.3 billion, compared to $17.9 billion last fiscal year
- EBITDA of $1.5 billion, compared to $1.6 billion last fiscal year
- EBIT of $1.2 billion, or 6.6% of revenues, compared to $1.2 billion, or 6.7%, last fiscal year
- Net income of $837 million (diluted EPS of $0.47), compared to $775 million (diluted EPS of $0.42) last fiscal year
- Investment of $1.5 billion in new products and PP&E, compared to $1.1 billion last fiscal year
- Free cash flow usage of $1.2 billion, compared to a free cash flow of $567 million last fiscal year
- Strong cash position of $3.4 billion as at December 31, 2011, compared to $4.2 billion as at January 31, 2011
- Solid backlog of $53.9 billion as at December 31, 2011, compared to $52.7 billion as at January 31, 2011

BOMBARDIER

Segmented information

(In millions of U.S. dollars)	Fourth quarters ended				Fiscal years ended			
	December 31, 2011	%	January 31, 2011	%	December 31, 2011	%	January 31, 2011	%
Revenues								
Aerospace	2,016		3,091		8,594		8,809	
Transportation	2,300		2,495		9,753		9,083	
Total Revenues	4,316		5,586		18,347		17,892	
EBIT								
Aerospace	127	6.3	222	7.2	502	5.8	554	6.3
Transportation	166	7.2	205	8.2	700	7.2	651	7.2
Total EBIT	293	6.8	427	7.6	1,202	6.6	1,205	6.7

Note: As a result of the year-end change, Aerospace's fourth quarter results contain two months and the results for the fiscal year ended December 31, 2011 contain 11 months.

BOMBARDIER

Financial results overview

(In millions of U.S. dollars, except per share amounts)	Fourth quarters ended December 31, 2011	Fourth quarters ended January 31, 2011	Fiscal years ended December 31, 2011	Fiscal years ended January 31, 2011
Revenues	4,316	5,586	18,347	17,892
EBIT	293	427	1,202	1,205
Financing expense, net	33	38	162	208
EBT	260	389	1,040	997
Income taxes	46	94	203	222
Net income	214	295	837	775
Diluted EPS (in dollars)	0.12	0.16	0.47	0.42

Note: As a result of the year-end change, Aerospace's fourth quarter results contain two months and the results for the fiscal year ended December 31, 2011 contain 11 months.

BOMBARDIER

Free cash flow

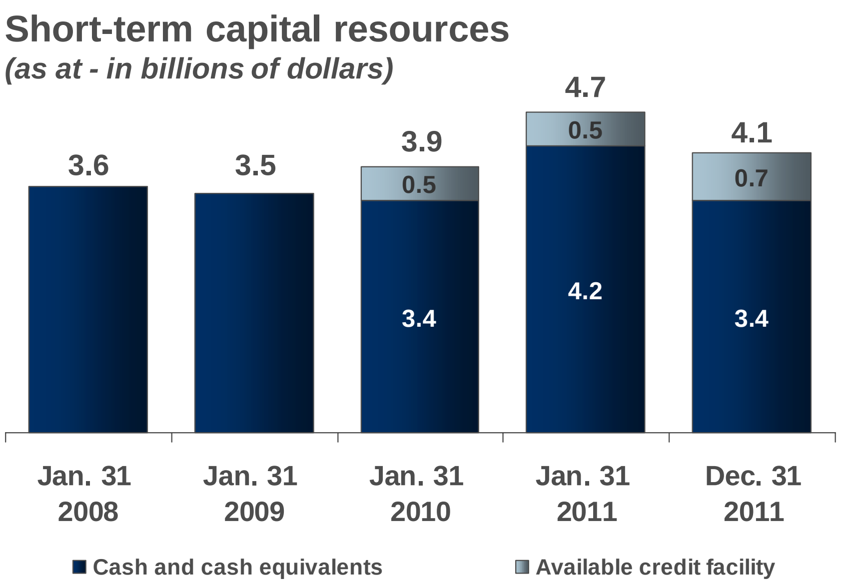
(In millions of U.S. dollars)	Fourth quarters ended December 31, 2011	Fourth quarters ended January 31, 2011	Fiscal years ended December 31, 2011	Fiscal years ended January 31, 2011
Aerospace				
Cash flows from operating activities	442	1,045	867	1,013
Net additions to PPE & intangible assets	(332)	(283)	(1,320)	(1,008)
Total Aerospace	110	762	(453)	5
Transportation	564	799	(424)	741
Interest and taxes	(84)	(107)	(355)	(179)
Total	590	1,454	(1,232)	567

Note: As a result of the year-end change, Aerospace's fourth quarter results contain two months and the results for the fiscal year ended December 31, 2011 contain 11 months.

BOMBARDIER

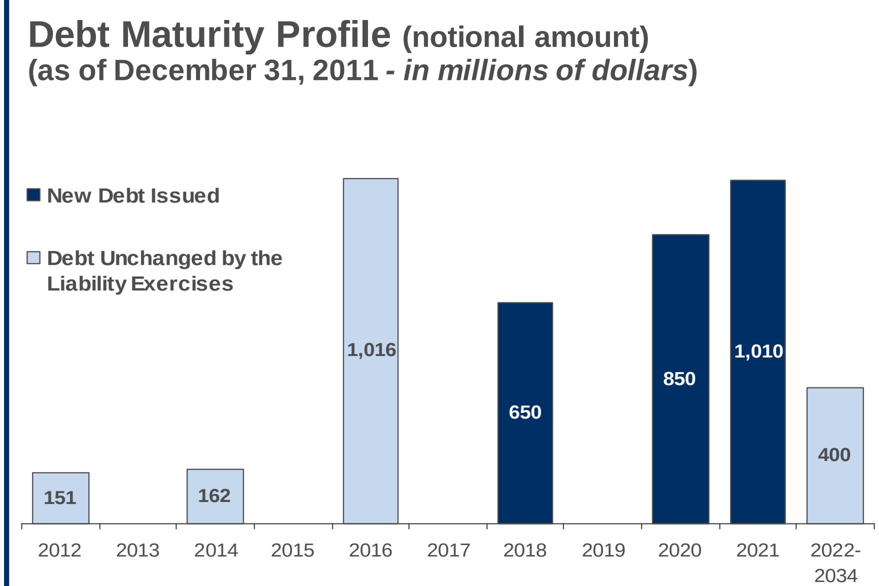
We are proactively managing our liquidity

Solid liquidity position



Available short-term capital resources: $4,122 million

No major debt maturities before 2016



Long-term debt *: $4,671 million
Weighted-average maturity: 8.0 years

Significant cash flows from operating activities and solid liquidity are ensuring the financial flexibility to support our development programs, including net additions to PP&E and intangible assets of ~$2 billion at Aerospace for 2012

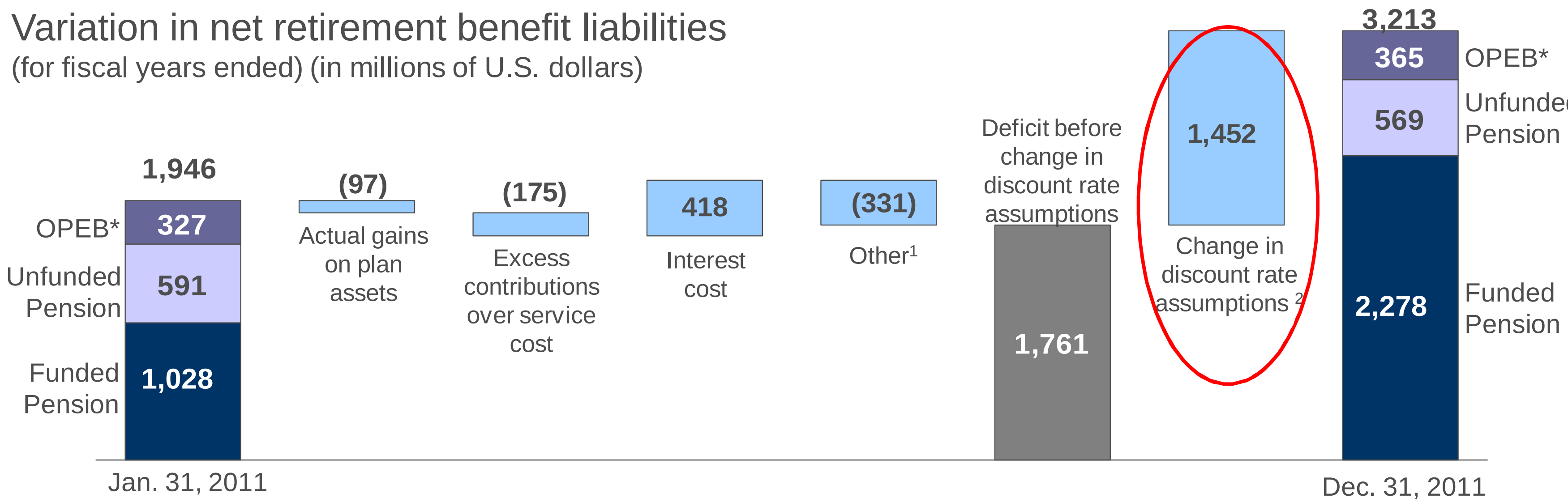
BOMBARDIER

* Net of the adjustment for the fair value of derivatives designated in fair value hedge relationships.

Excluding the effect of the lower discount rates, net retirement benefit liabilities would have decreased by $185 million

Variation in net retirement benefit liabilities

(for fiscal years ended) (in millions of U.S. dollars)



[1] Other includes changes in the asset ceiling and additional liability, changes in foreign exchange rates and other net actuarial gains

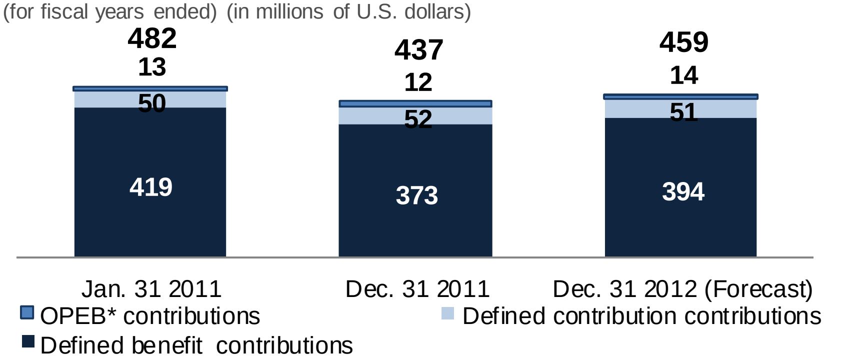
[2] Discount rates used to determine the benefit cost and obligation for fiscal years ended must represent the market rates for high-quality corporate fixed income investments for the period to maturity of the benefits. As such, management has little discretion in its selection.

Sensitivity analysis: The impact of a 0.25% increase in discount rate would decrease the retirement benefit deficit by $396 million as at December 31, 2011.

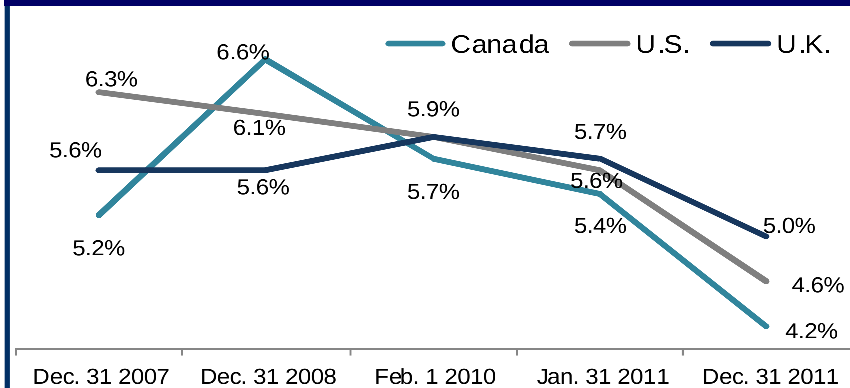
Contributions have been stable over last few years

Retirement benefit contributions

(for fiscal years ended) (in millions of U.S. dollars)



Discount rates are at historically low levels



BOMBARDIER

* OPEB: Other post-employment benefit plans

Outlook for 2012

Aerospace

- Deliveries of approximately 180 business jets and 55 commercial aircraft
- Expect EBIT margin of approximately 5% – with profitability higher in the second half of the year
- Cash flows from operations significant enough to substantially fund our investment in new programs estimated at $2 billion

Transportation

- Expect to continue to make progress towards our target 8% EBIT margin by 2013
- Anticipate to generate free cash flow for the year generally in line with profitability
- Our level of new orders is expected to translate into a book-to-bill ratio of approximately one

An exciting year 2012 awaits us as we make good progress in our product developments and further diversify our geographical reach

Non-GAAP financial measure

CAUTION REGARDING A NON-GAAP FINANCIAL MEASURE

This presentation is based on reported earnings in accordance with IFRS and on Free Cash Flow which is not a GAAP financial measure. This measure is mainly derived from the consolidated financial statements, but does not have a standardized meaning prescribed by IFRS, therefore, others using this term may calculate it differently. We believe that a significant number of users of this presentation utilize this measure as part of their analysis of our results.