



Bombardier Aerospace 2011 Commercial Aircraft Market Forecast

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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”, 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 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 airline industry’s financial condition), operational risks (such as risks involved in developing new products and services, risks in doing business with partners, risks relating to product performance warranty and casualty claim losses, to regulatory and legal proceedings, to environmental and health and safety, to our dependence on certain customers and suppliers, to human resources, to fixed-price commitments and to production and project execution), financing risks (such as risks relating to liquidity and access to capital markets, to the terms of certain restrictive debt covenants, to financing support provided on behalf of certain customers and to reliance on government support) and market risks (such as risks relating to foreign currency fluctuations, to changing interest rates and commodity prices risks). For more details, see the Risks and uncertainties section in Other in the MD&A of the Corporation’s annual report for fiscal year 2011. 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.

All amounts are expressed in 2011 U.S. dollars unless otherwise stated

Agenda

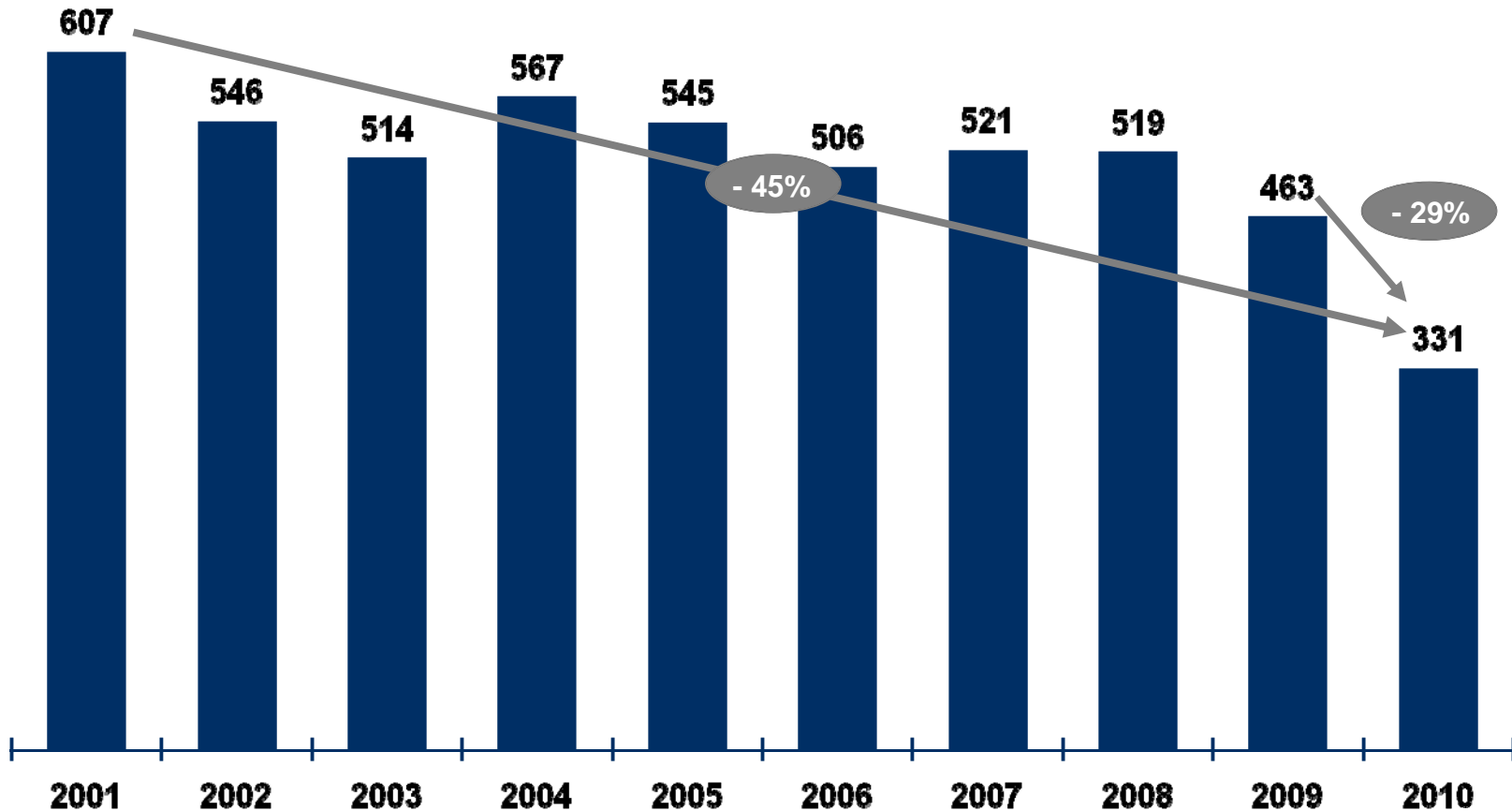
- **Current Market Environment**
- **Commercial Aircraft Market Forecast (2011-2030)**

Agenda

- **Current Market Environment**
- **Commercial Aircraft Market Forecast (2011-2030)**

2010 industry deliveries were down 29% from 2009 and down 45% from the peak year

TOTAL COMMERCIAL AIRCRAFT DELIVERIES, 20-149 SEATS
Units, 2001-2010



Source: OAG FleetNet

Commercial indicators are mixed with higher aircraft orders but higher oil prices, reducing load factors and airline profits

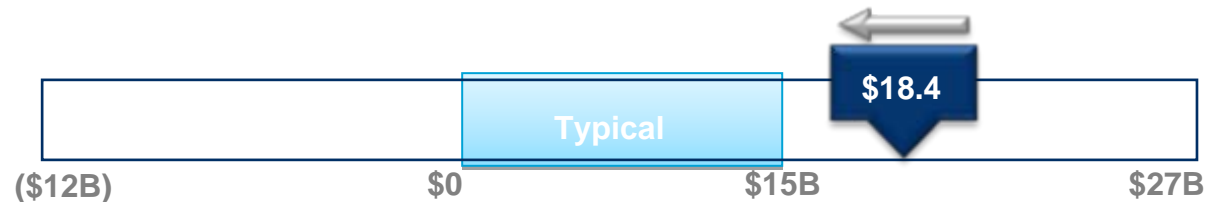
LOAD FACTOR

February 2011
IATA¹ Worldwide



AIRLINE PROFITS

IATA 2011 Op. P&L Forecast
as of March 2011



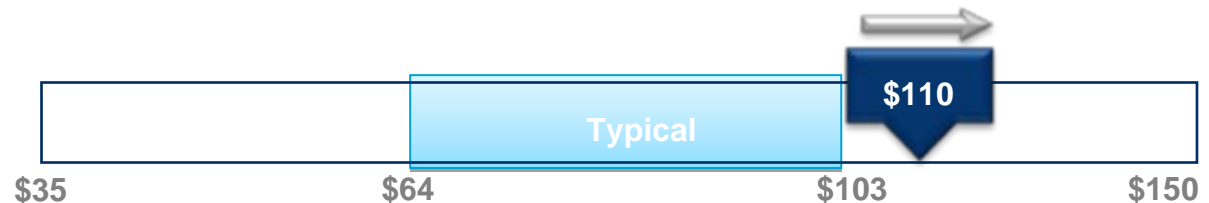
AIRCRAFT ORDERS

YTD² net as of Mar 31, 2011
20-149 Seat Segment



OIL PRICES

April 2011 (Latest)
EIA³ Spot Prices



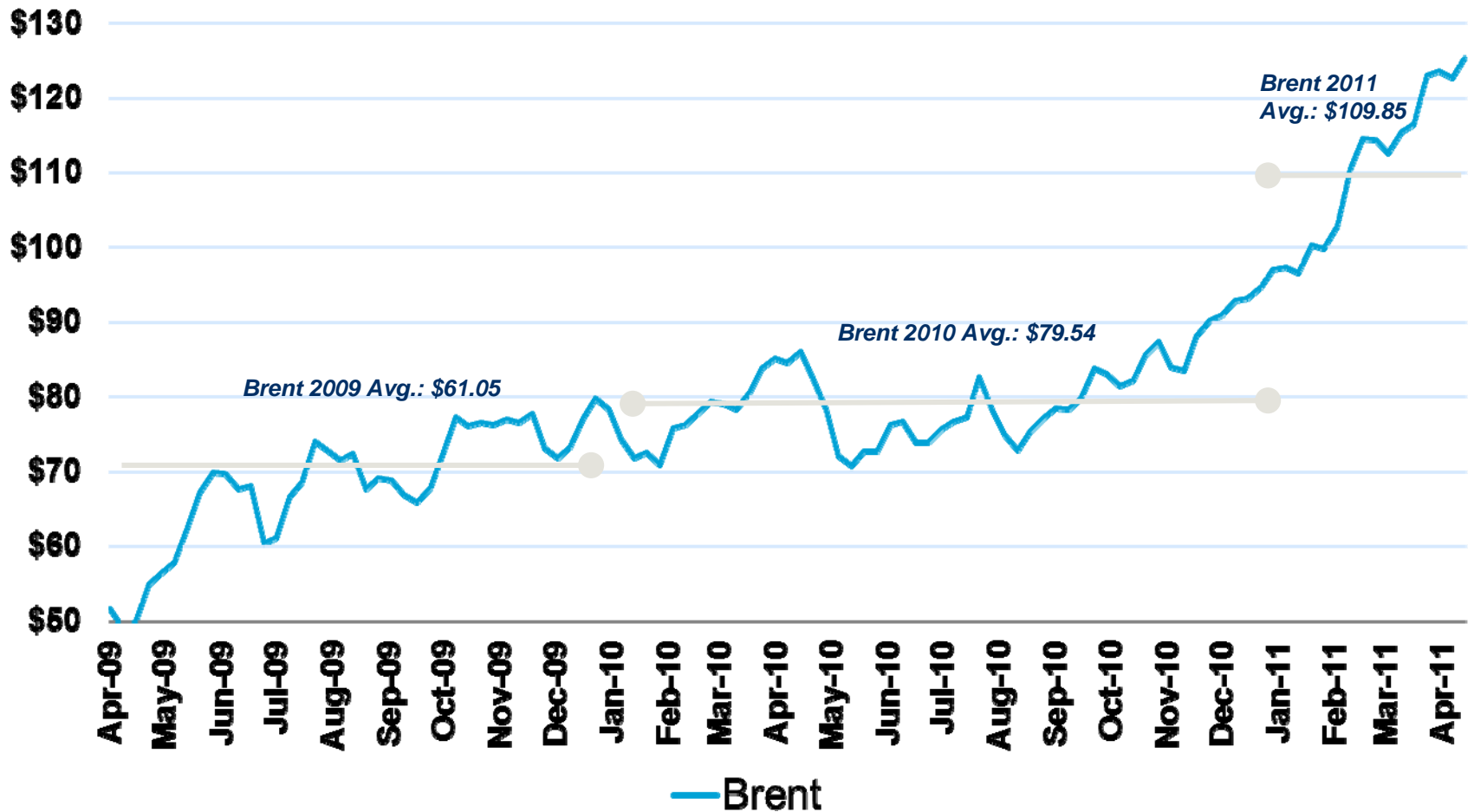
Note: Arrows indicate directional change compared to previous data: Oil Prices and Capacity Growth are measured against the same period last month; Airline Profits are compared to the previous IATA forecast (issued quarterly); Load Factor and year-to-date Aircraft Orders are compared to the same period last year

Note: ¹ IATA = International Air Transportation Association
² YTD = Year-to-date
³ EIA = Energy Information Agency

Oil price volatility remains the greatest risk factor to airline profitability

WEEKLY EUROPE BRENT SPOT PRICE FOB¹

\$ per Barrel, April 2009 – April 2011



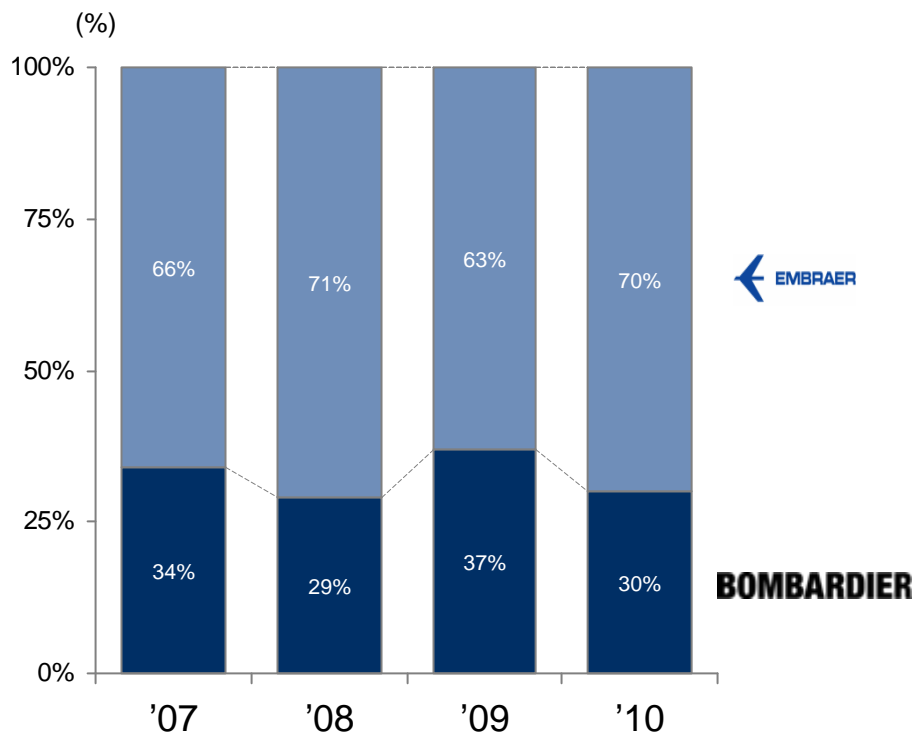
Source: Energy Information Agency

Note: ¹ FOB = Freight On Board

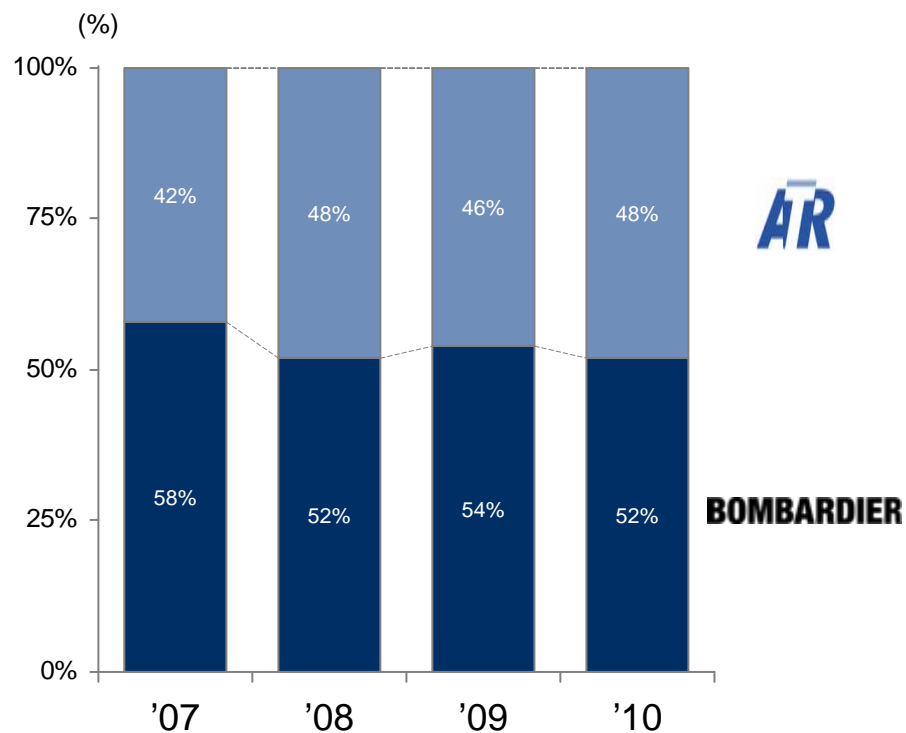
BOMBARDIER

Bombardier Commercial Aircraft maintains a stable position in regional jets and a leadership position in turboprop

Delivery market share - Regional jets¹



Delivery market share - Turboprop²



Sources: Bombardier and Competitor Financial Reports

Notes: ¹ Regional jets include CRJ200/700/900 and ERJ145/E170/175/190. Excludes corporate and missionized (defense and government) aircraft.
² Turboprops include QSeries and ATR products.

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Agenda

- Current Market Environment
- **Commercial Aircraft Market Forecast (2011-2030)**

Long term commercial aircraft market drivers remain solid

20-Year Outlook		
Market Driver	Description	Outlook
Economic Growth	Air travel demand is directly linked to economic growth, 3.4.% ¹ from 2011-2030	↑
Fuel Price Volatility	Oil prices have become increasingly volatile, impeding airline operating economics; Overall consumer confidence may also be affected resulting in lower air travel demand	↓
Fuel Prices	2.9% oil prices increase per year reaching \$125/barrel by 2035 ² , accelerating the retirement of less efficient aircraft, thus increasing demand for new, fuel-efficient aircraft	↑
Replacement Demand	More than half of the current commercial aircraft fleet will be replaced in the next 20 years due to technical obsolescence, with a large number of these replacements being in the 100- to 149-seat category	↑
Emerging Markets	Economic growth forecasts for emerging economies are well above the worldwide average. With a developing infrastructure, we expect a strong growth in air traffic and aircraft fleet in these regions, although starting from a much lower base	↑
Environmental Regulations	Environmental concerns are being addressed by the aviation industry with increased retirements of older aircraft, fleet modernization, as well as infrastructure and operations improvements, all having a positive influence on demand for new aircraft	↑
Environmental Fees	Environmental friendly countries and regions such as Australia, Japan and Europe will continue to impose high fees and charges that may affect airline operating costs	↓
Scope Clauses	Contractual restrictions on airline operations, based on aircraft size and engine type, will ease over time	↑

Source: Bombardier Commercial Aircraft Market Forecast 2011-2030

Note: ¹ IHS Global Insight

² According to Annual Energy Outlook

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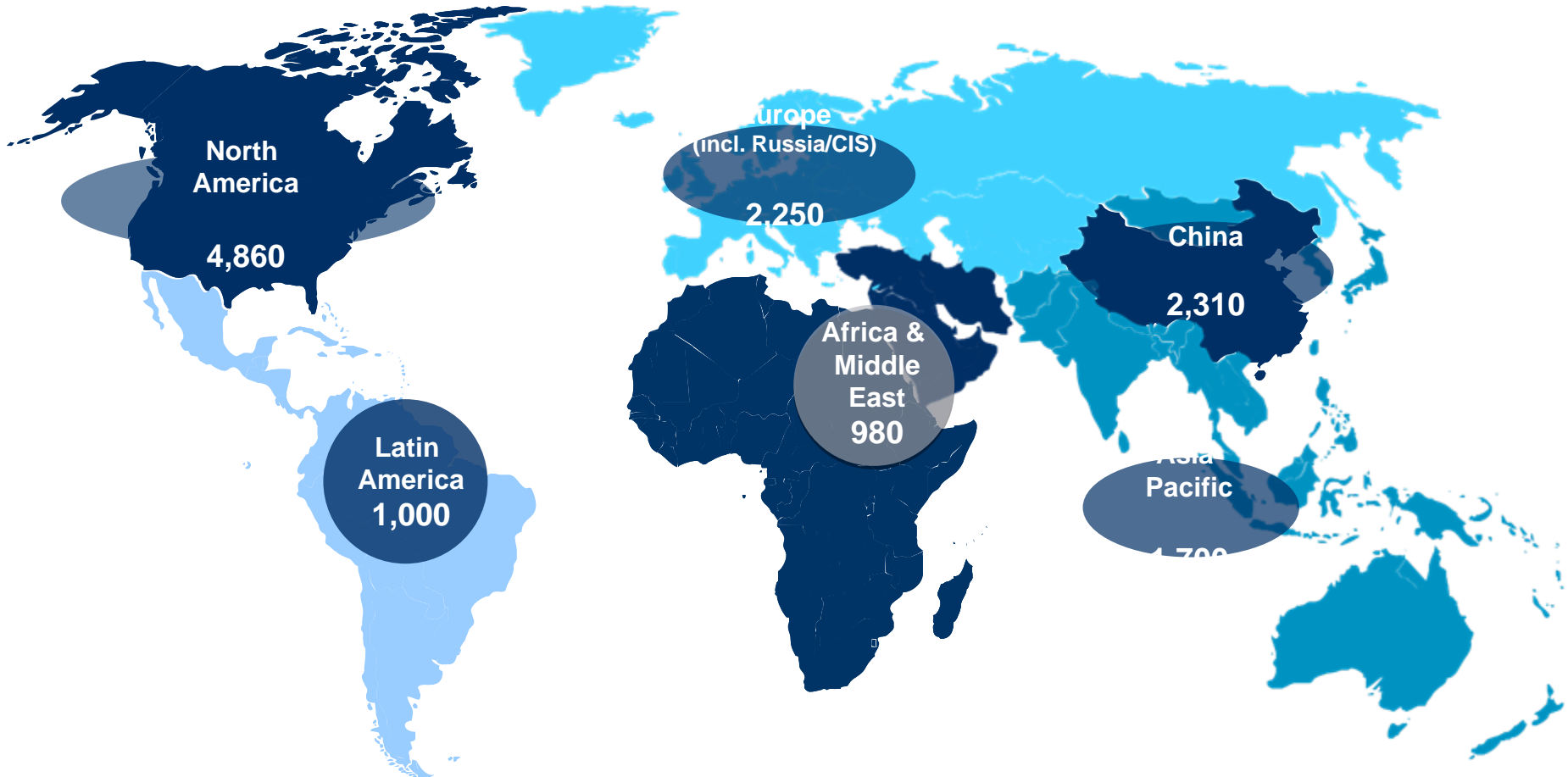
13,100 deliveries forecast over the next 20 years



Segments	Fleet 2010	Deliveries	Retirements	Fleet 2030
20 to 59 seats	3,600	300	2,500	1,400
60 to 99 seats	2,200	5,800	1,200	6,800
100 to 149 seats	5,200	7,000	3,000	9,200
Total (20 to 149 seats)	11,000	13,100	6,700	17,400

Source: Bombardier Commercial Aircraft Market Forecast 2011-2030

North America, China and Europe will be largest markets for commercial aircraft deliveries

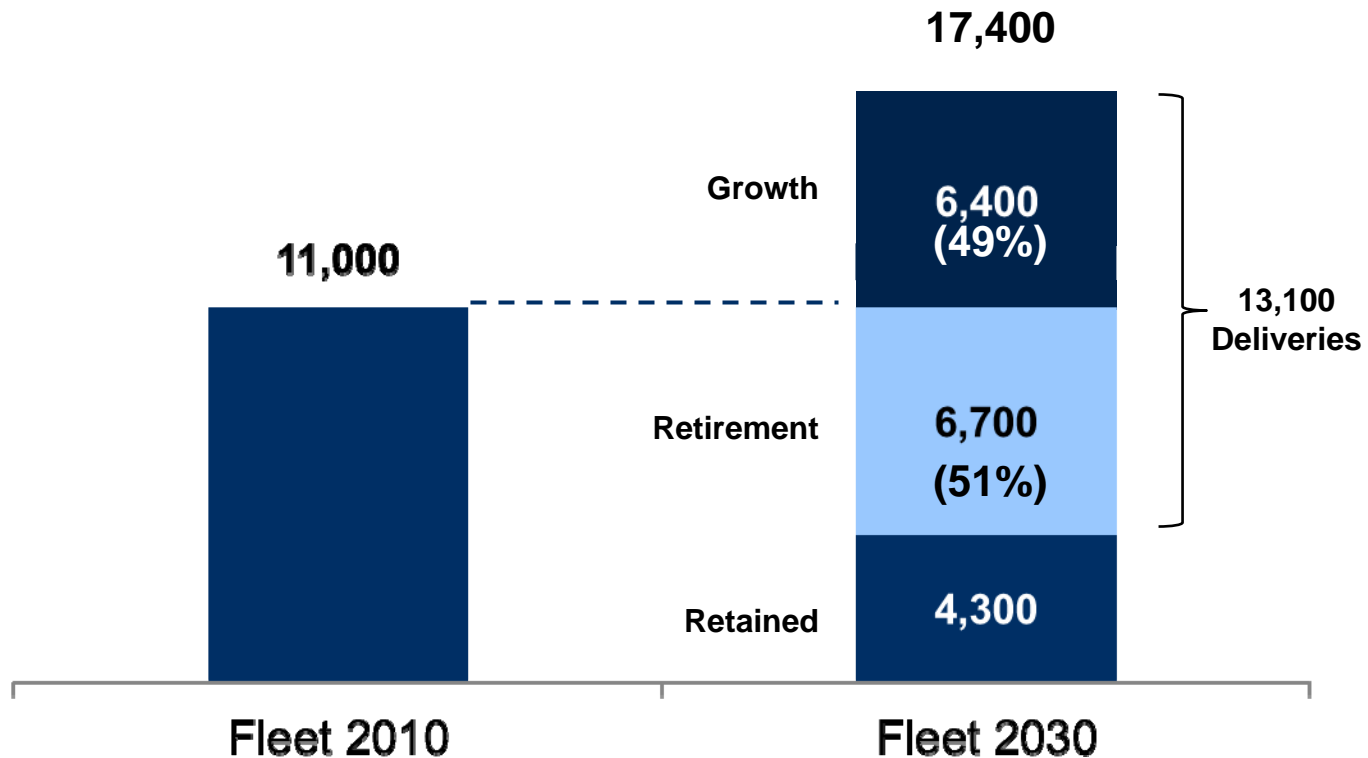


Source: Bombardier Commercial Aircraft Market Forecast 2011-2030

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Deliveries will be almost evenly split between Growth (49%) and Replacement (51%) opportunities

IN SERVICE FLEET FORECAST 20- to 149-seat aircraft



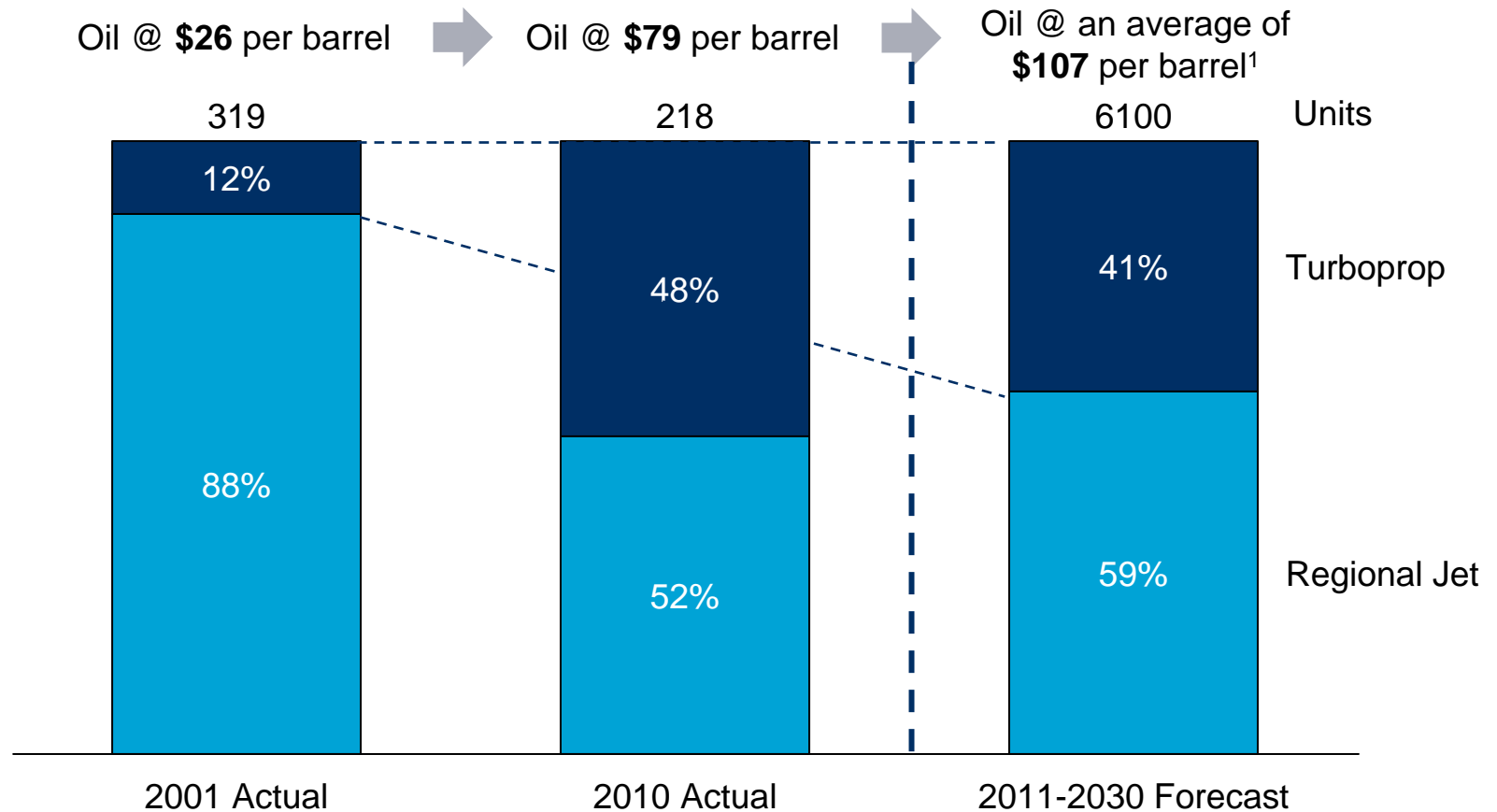
Source: Bombardier Commercial Aircraft Market Forecast 2011-2030

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Oil price increases drive demand for fuel efficient turboprop aircraft

DELIVERY BY ENGINE TYPE 20-99 SEATS

Units, %, Actual 2001 and 2010, Forecast 2011-2030 period



Source: Bombardier Commercial Aircraft Market Forecast 2011-2030

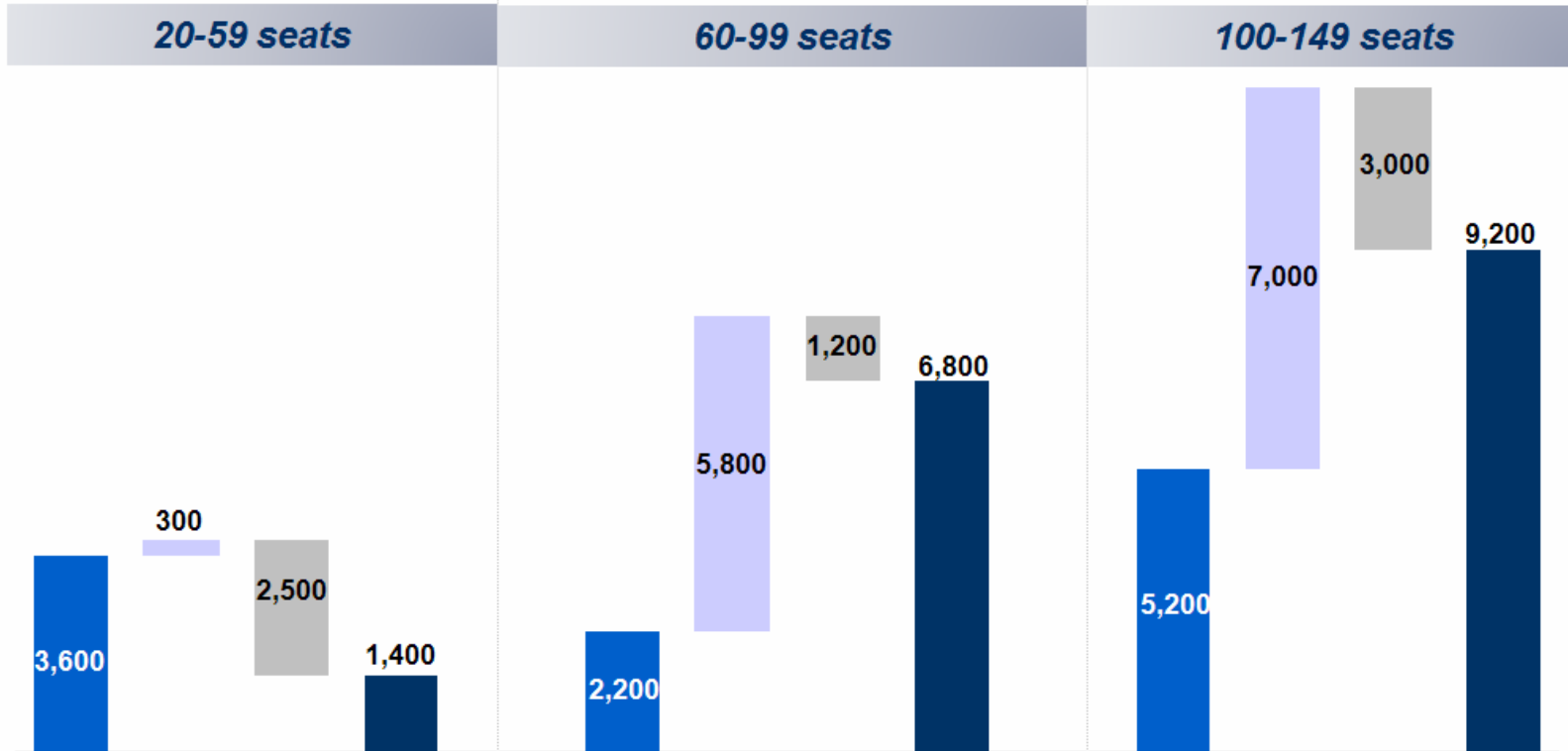
Note: ¹ Energy Information Agency 2011-2030 forecast

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7,000 deliveries leading to a fleet growth from 5,200 to 9,200 over 20 years in 100 to 149-seat segment

FLEET EVOLUTION FORECAST

Fleet, Deliveries, Retirements; 2010-2030



Source: Bombardier Analysis

Fleet 2010	Deliveries	Retirements	Fleet 2030
11,000	13,100	6,700	17,400

Source: Bombardier Commercial Aircraft Market Forecast 2011-2030

Bombardier Aerospace 2011 Commercial Aircraft Market Forecast

A close-up of a person's eye, where the iris is replaced by a glowing blue globe showing a map of the world. The eye is looking towards the right. In the foreground, there are three other glowing blue globes, each showing a different view of the Earth. The background is a soft, out-of-focus blue and white.

**Thank You!
Questions?**

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