C*SERIES* & New Engine Technology Selection

September 2007

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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” 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 F07 MD&A.

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All monetary amounts are expressed in US$ unless otherwise indicated

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CSERIES • Airframe & Engine Will Combine To Deliver A Game Changing Aircraft

- ☑ Family of Aircraft with Full Commonality
- ☑ Environmentally Focused – 20 EPNdB Margin to Stage IV
- ☑ Total Life Cycle Cost Improvement Focus
- ☑ 15% Better Cash Operating Costs – 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

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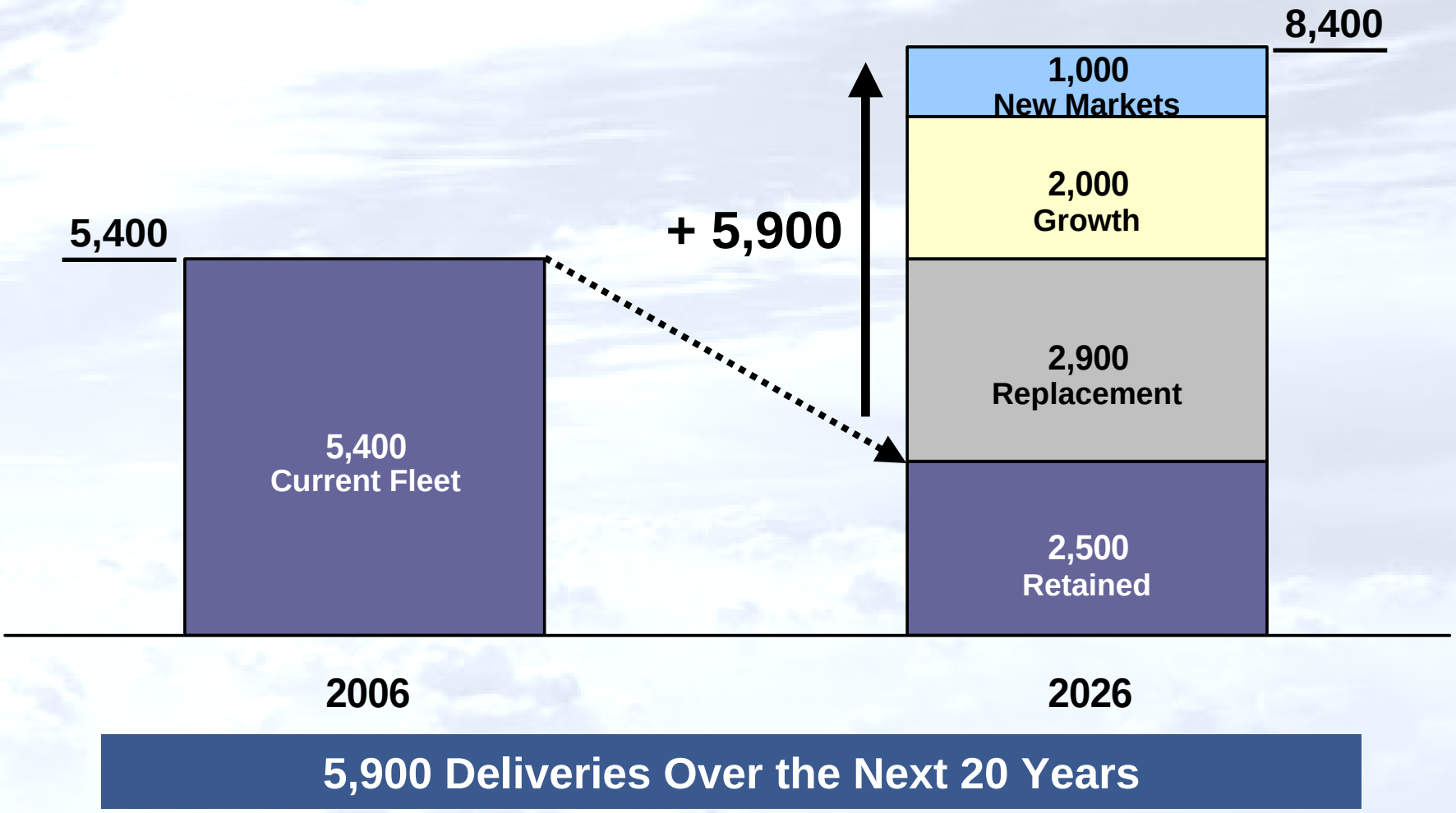
The 100-149 Seat Market Supports New Technology Development



5,900 Deliveries Over the Next 20 Years

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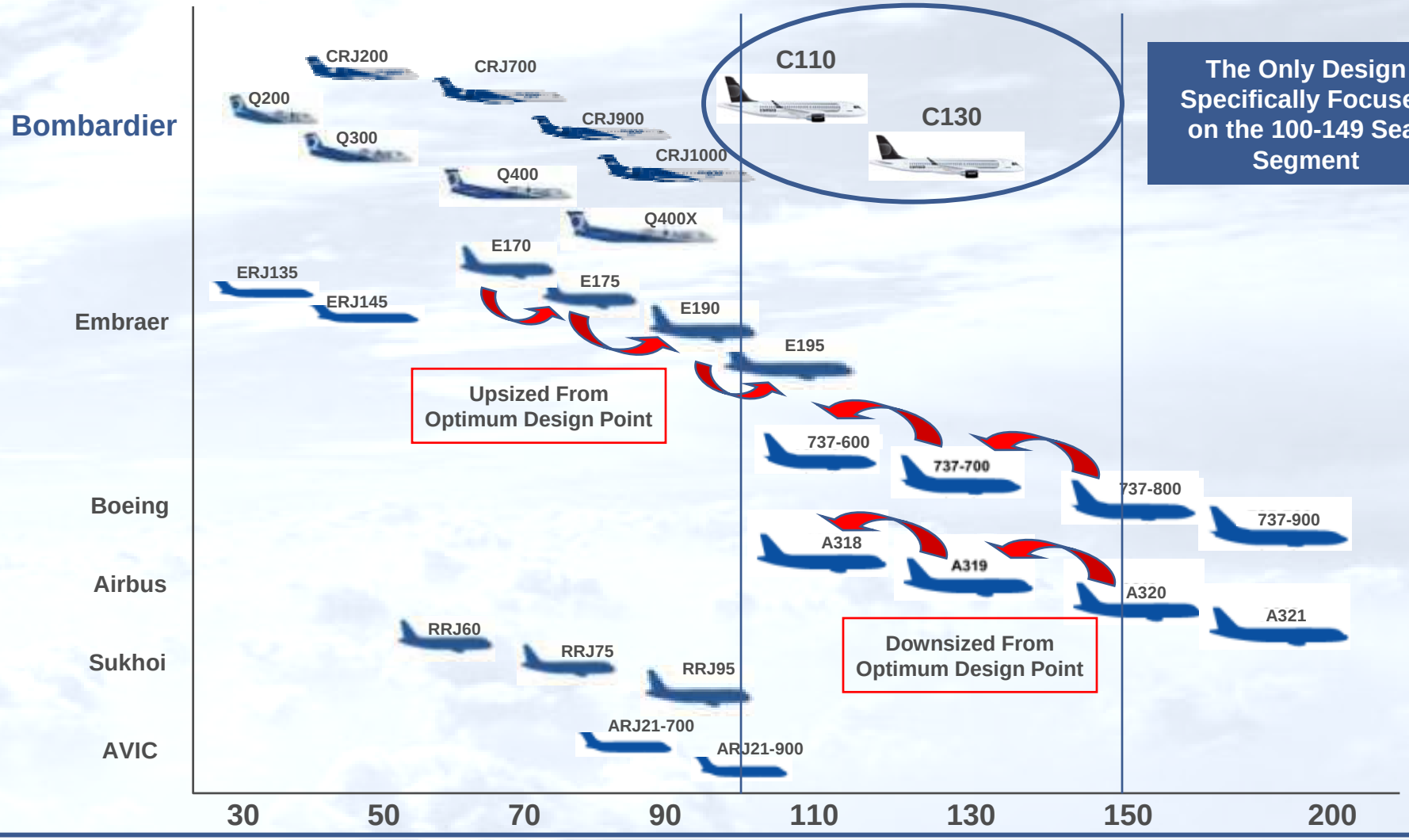
Technology Optimization Begins With A Focused Design Point



The Only Design Specifically Focused on the 100-149 Seat Segment

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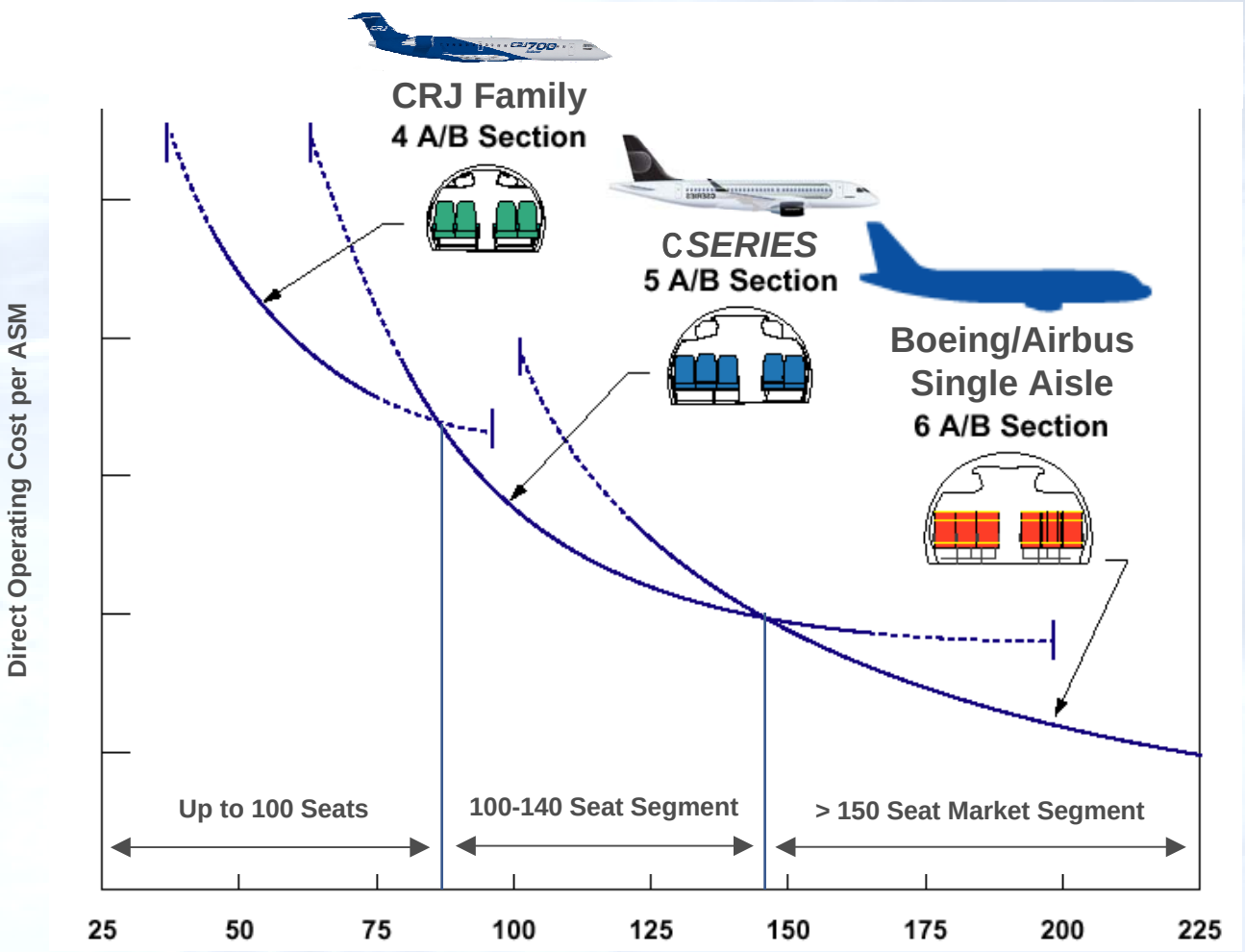
5-Abreast Design Balances Operational Efficiency and Passenger Comfort



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C*SERIES* Entry Into Service Is Principally Driven By Technology Optimization for the 100 to 149-Seat Market

2006	2007	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**	**Engine Development & Certification by 2012**	**Engine Entry Into Service**

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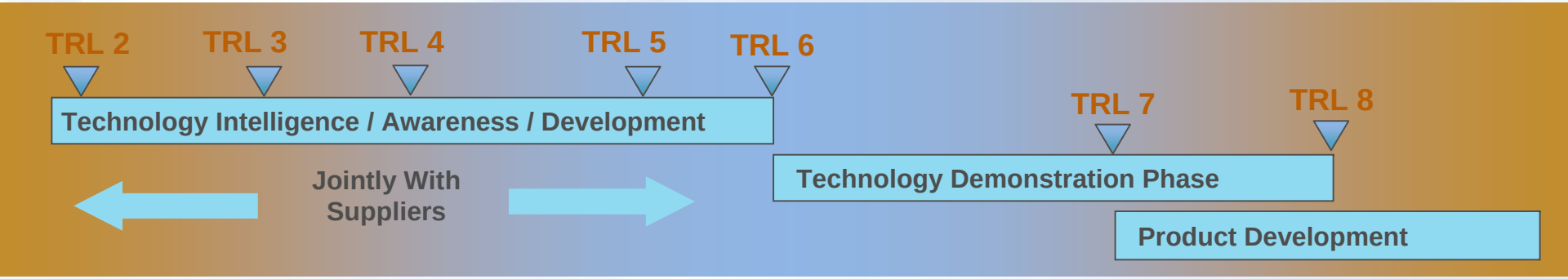
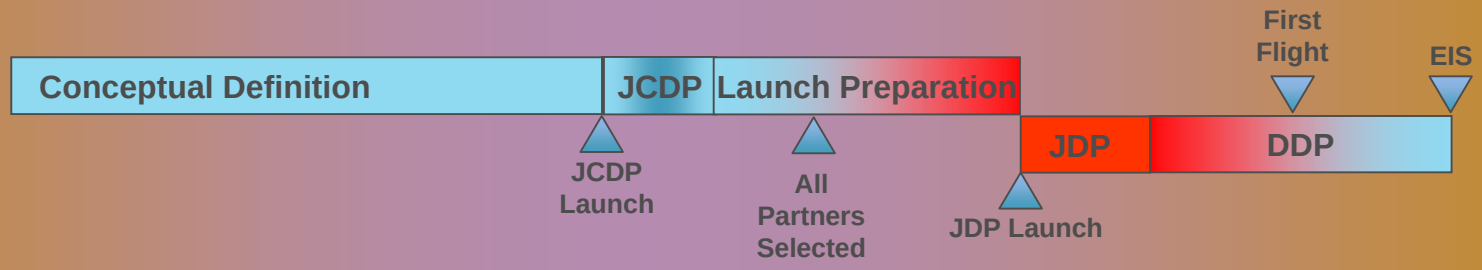
2013 Entry Into Service Program Schedule Matches Technology Readiness Roadmap

Technology Strategy



Program Plan



Bombardier Is Comfortable With New Technology Supplier Readiness Plans

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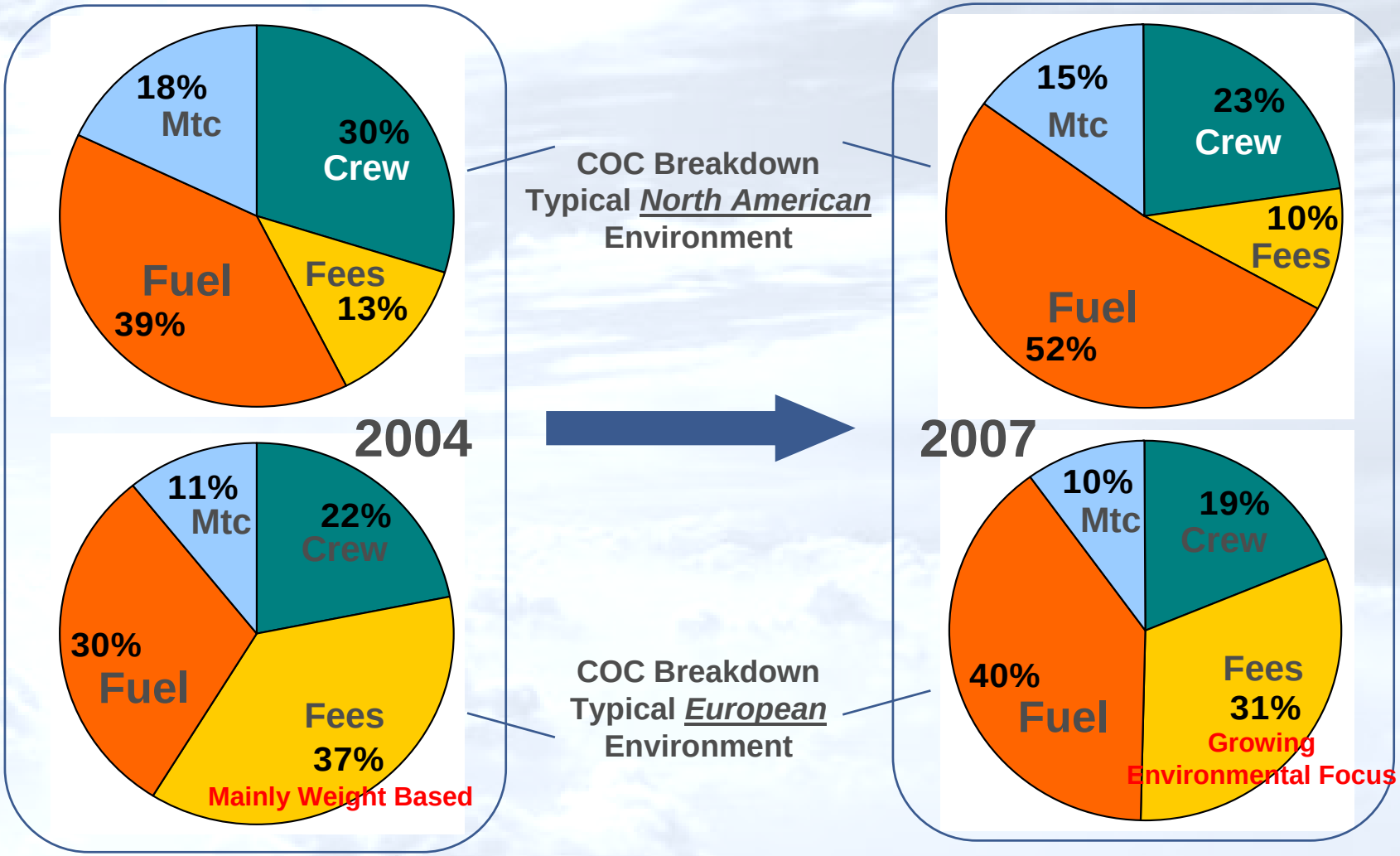
New Aircraft Product Development Must Keep Pace With Changing Airline Cost Drivers



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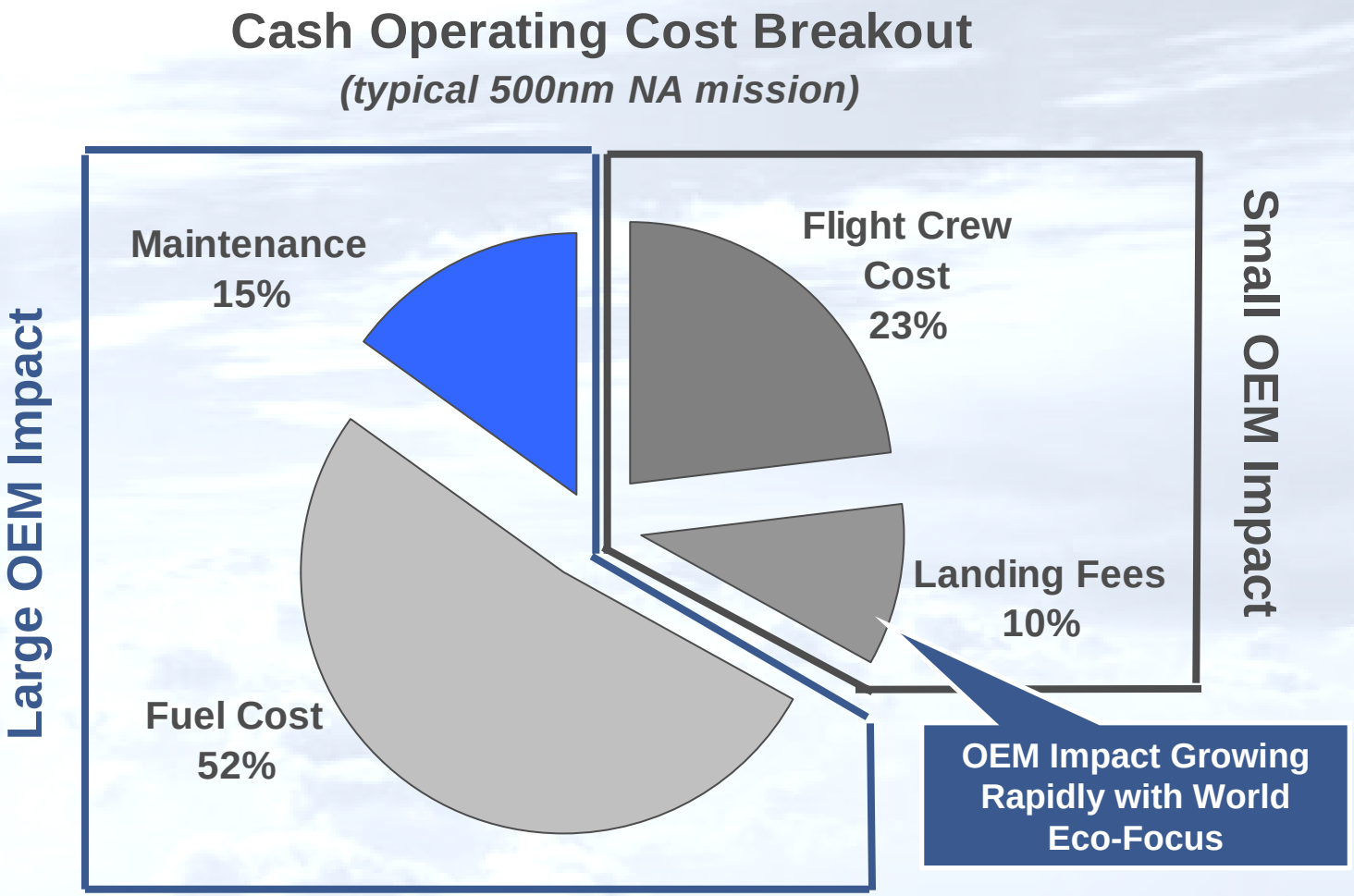
Aircraft Design and Technology Selection Is Focused To Maximize Impact



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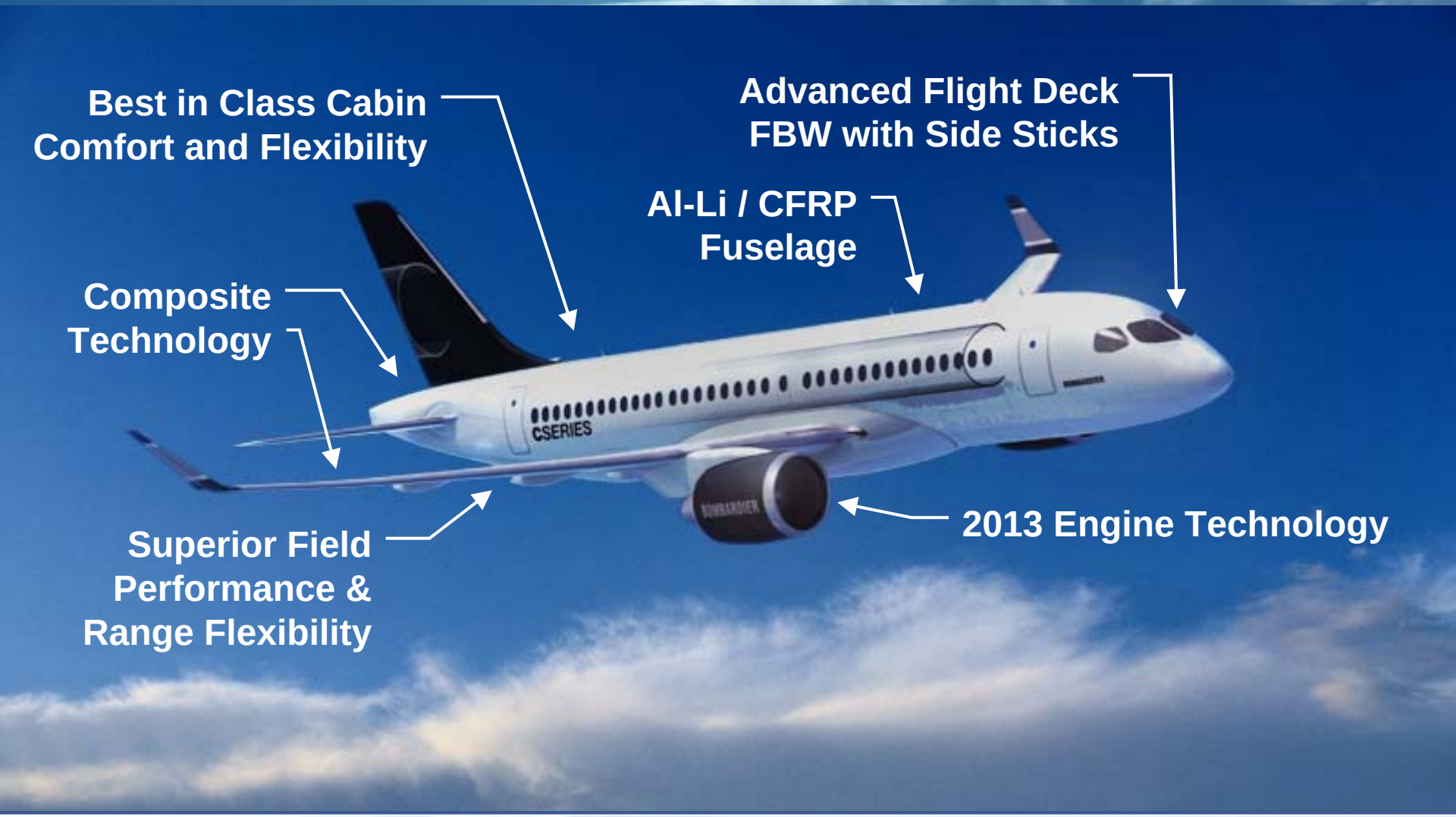
New Technologies Were Combined To Produce A Significantly Improved Product Offering



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The Engine Drives A Significant Part Of The Cost Passed On To Airlines

Aircraft Ownership

Fuel Burn

Weight-Related Fees

Engine Maintenance

Environmental Cost

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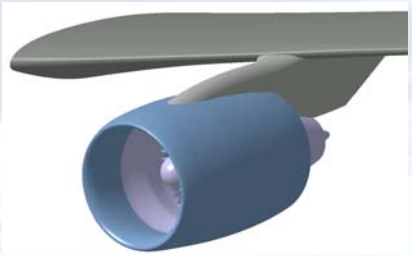
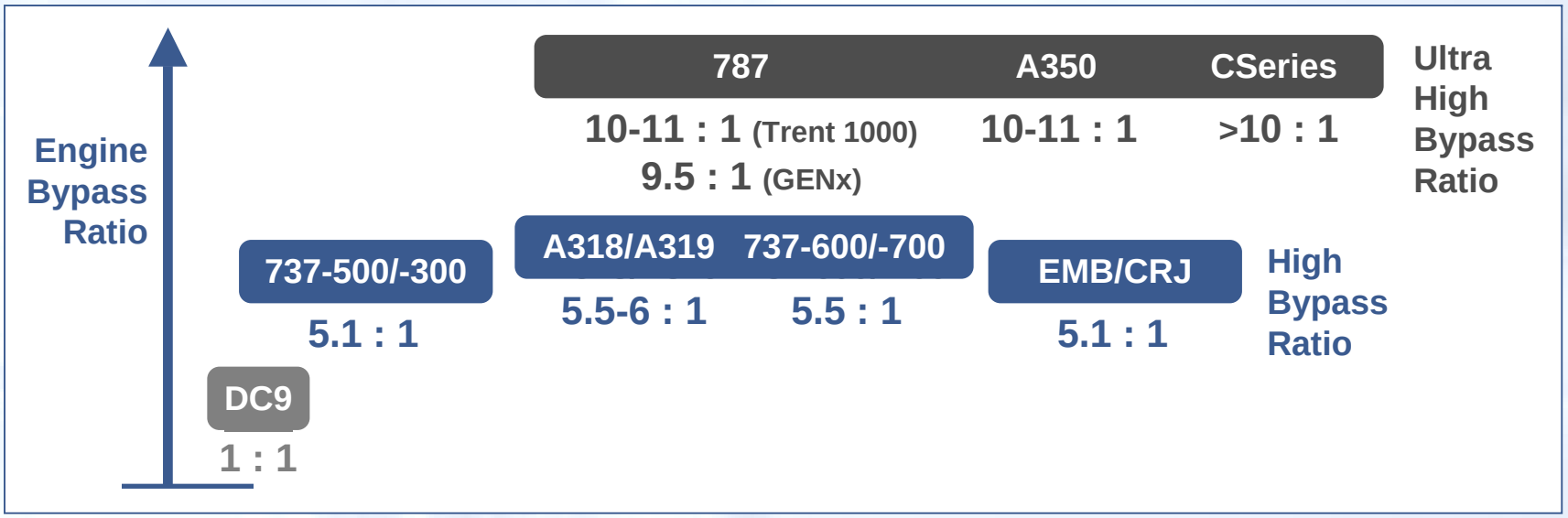
The Future Includes 'Wide-body' By-pass Ratios on Single Aisle Aircraft

Benefits from 2013 Technology:

- Higher Bypass Ratio ~ 10 : 1
- 20% Fuel Burn Advantage*
- Lower Noise: Stage IV -20 EPNdB
- Lower Emissions





* Vs. Current In-Production Aircraft

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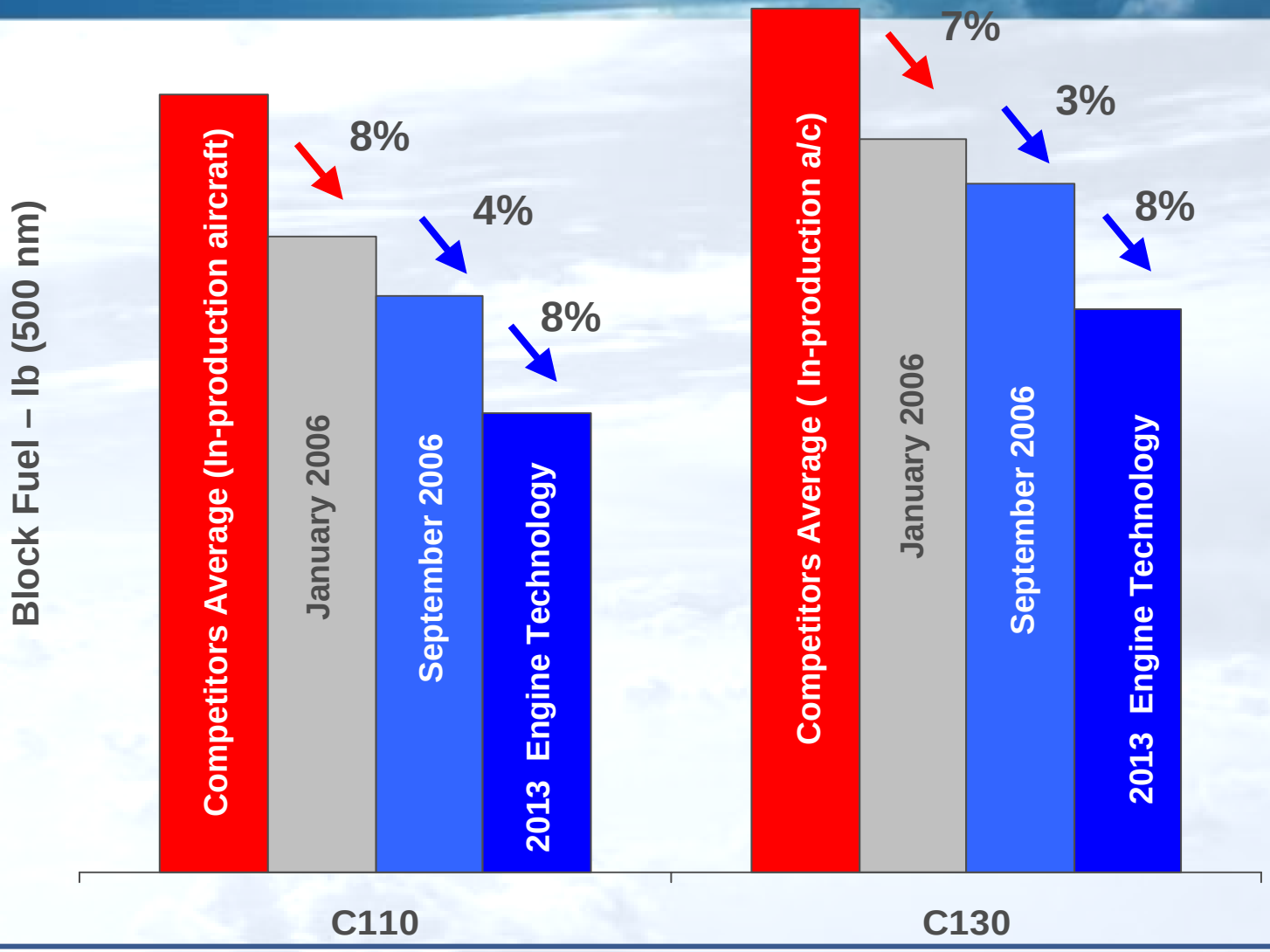
Technology and Design Optimizations Have Progressively Reduced CSeries Fuel Burn



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Optimized and Flexible Design Offered By Implementing The Latest Material and System Technologies

OWE / Pax (lb)

A318

737-600

OPTIMIZATION

FLEXIBILITY

E190

C110

717

737-500

E195

F100

Avro RJ100

1,100

1,600

2,100

2,600

Range (nm)

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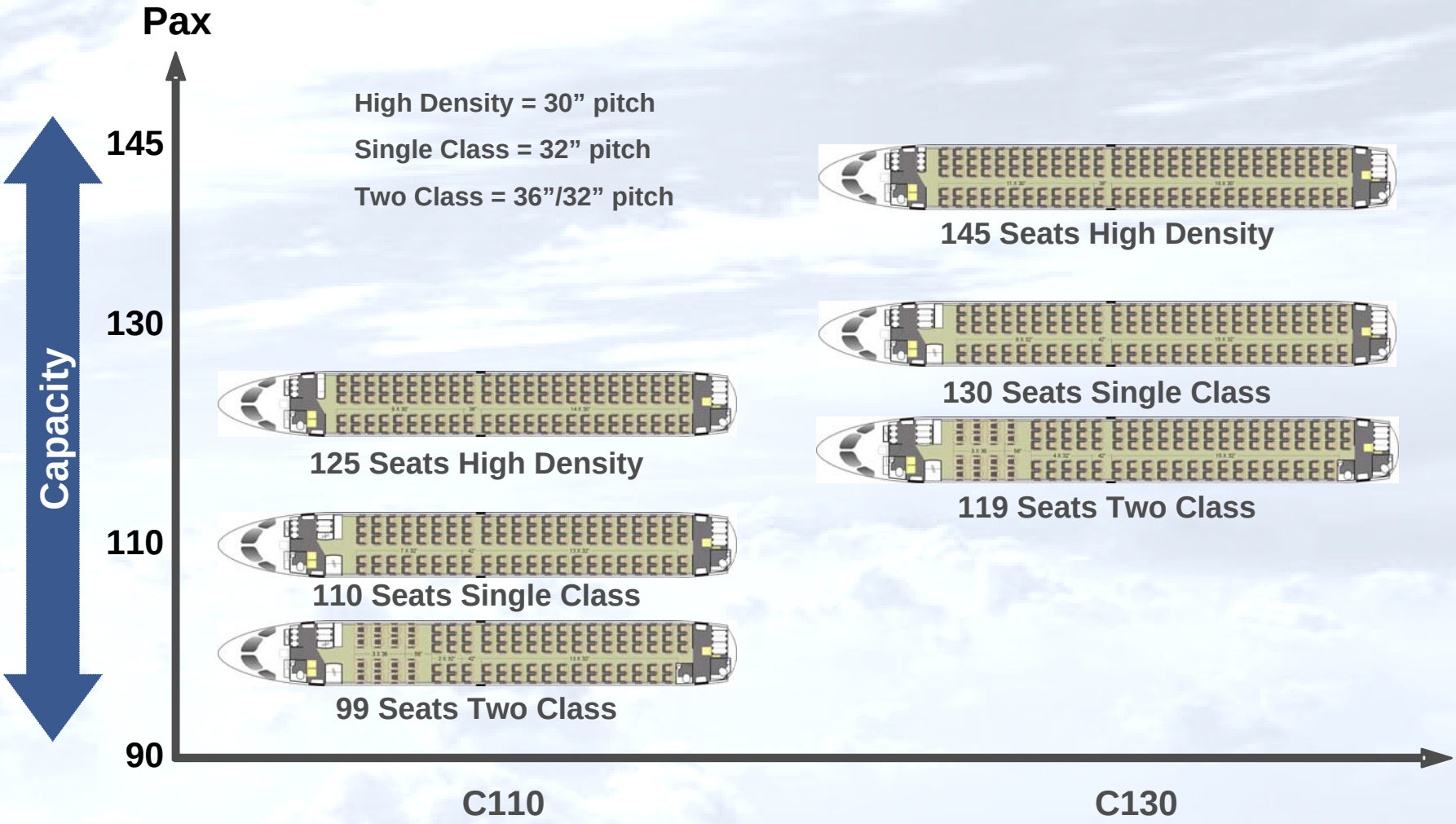
C*SERIES* • A Family Of Two Aircraft With Flexible Seating Capacities To Suit A Variety Of Airline Needs



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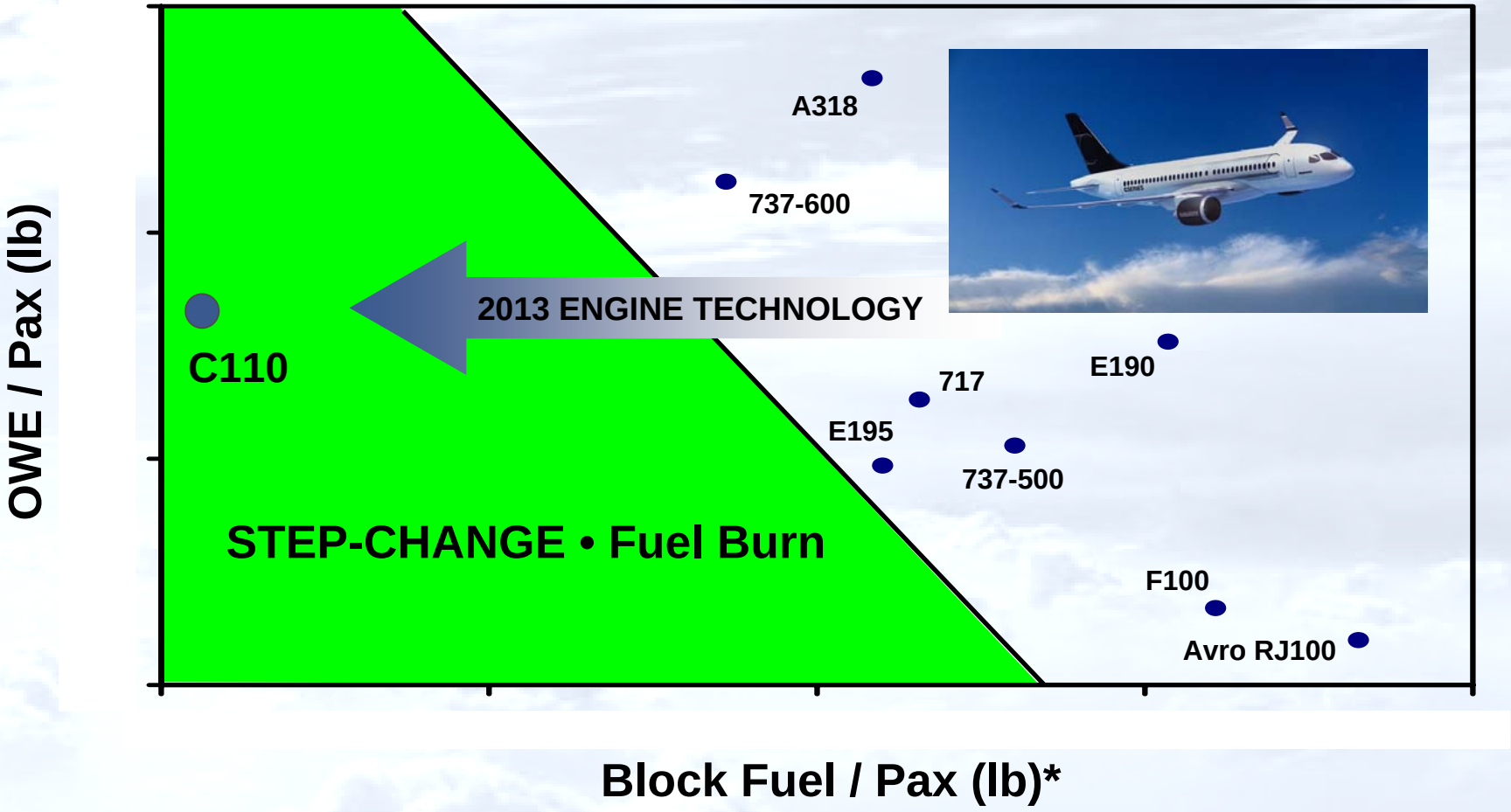
C*SERIES* • Optimized and Flexible Design…
… with Significant Fuel Burn Reduction



* Based on a 500 nm mission

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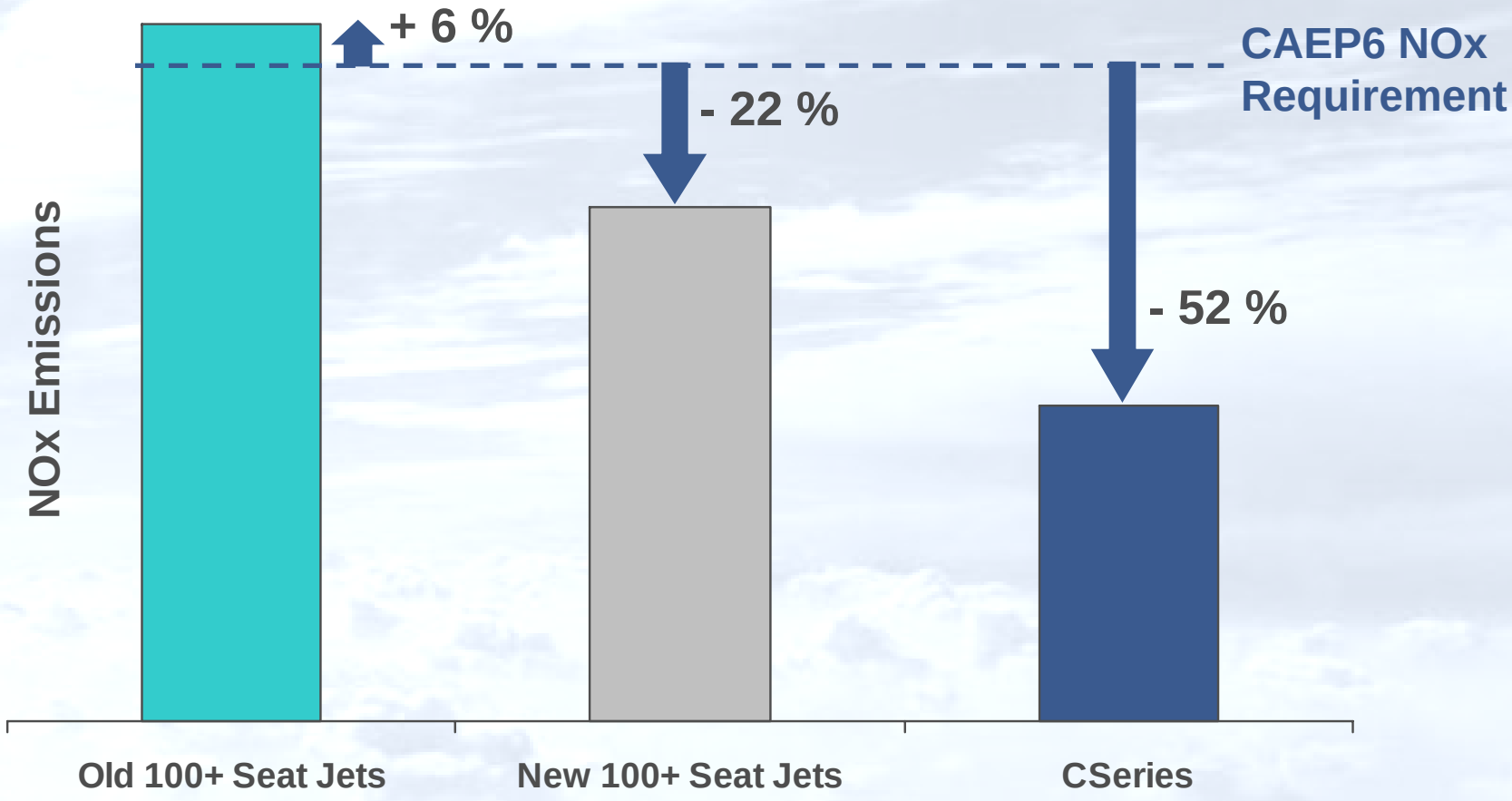
C*SERIES* • Designed To Reduce Environmental Fees Related To NOx Emissions



CSeries: 52% Margin to CAEP6 and No Visible Smoke

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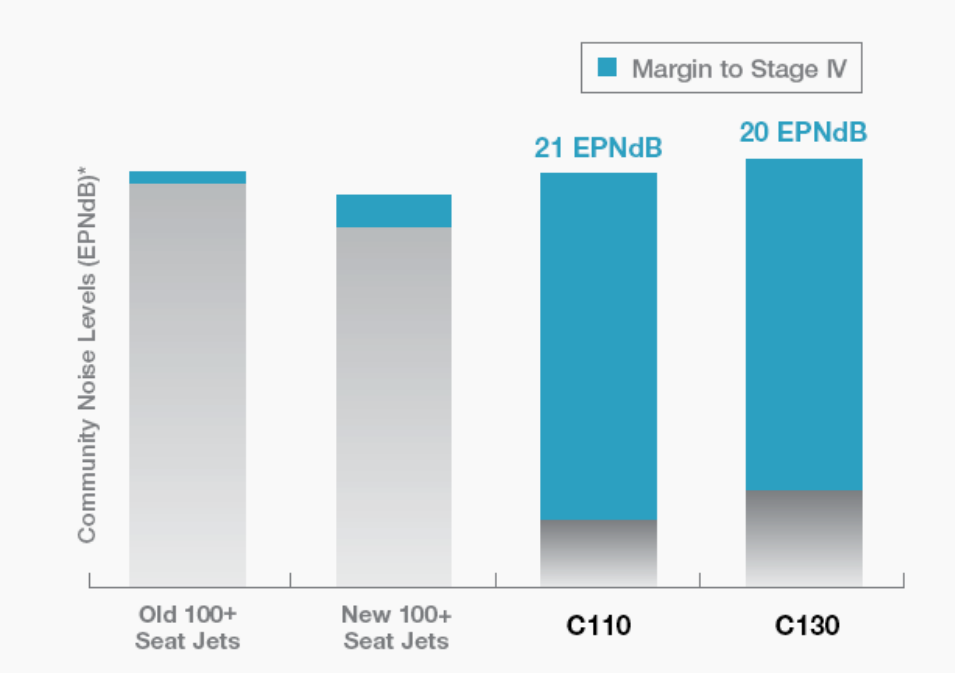
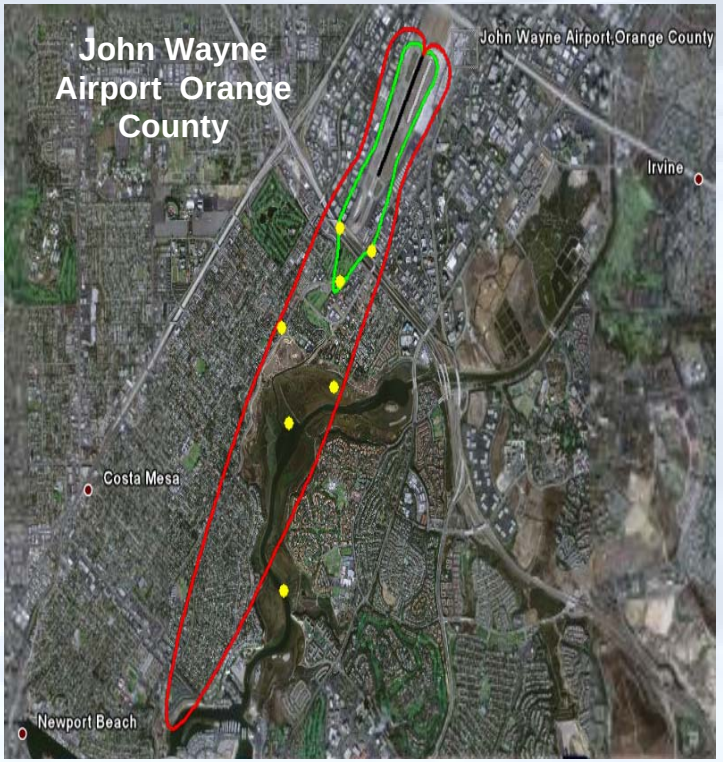
Technologies That Decrease Noise Profile Lower Costs and Improve Utilization





CSeries: Minimum 20 EPNdB Margin to Stage IV

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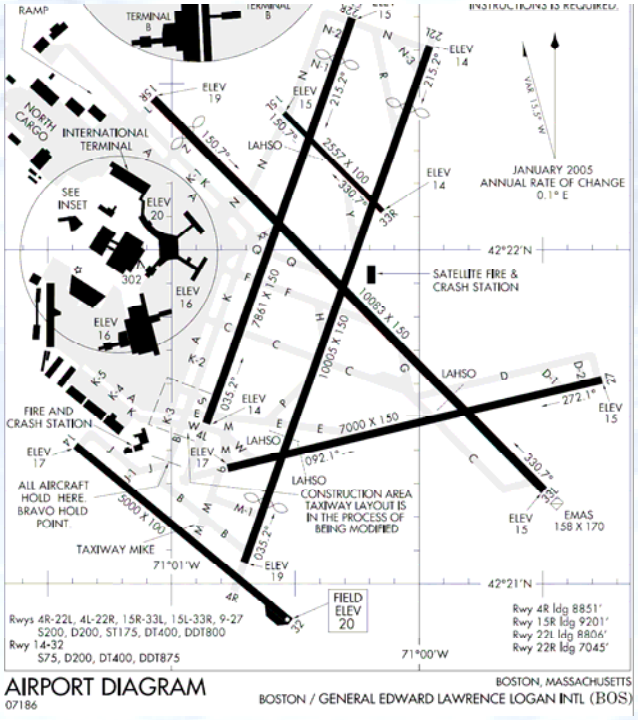
C*SERIES* • Reduced Environmental Impact Results In Cost Savings



Utilization Of Preferred Runways

- Taxi Time Reductions = lower fuel consumption

Extended Utilization - 30 min. Curfew Extension

= Ownership Cost Reduction

or

= Fuel Burn Reduction

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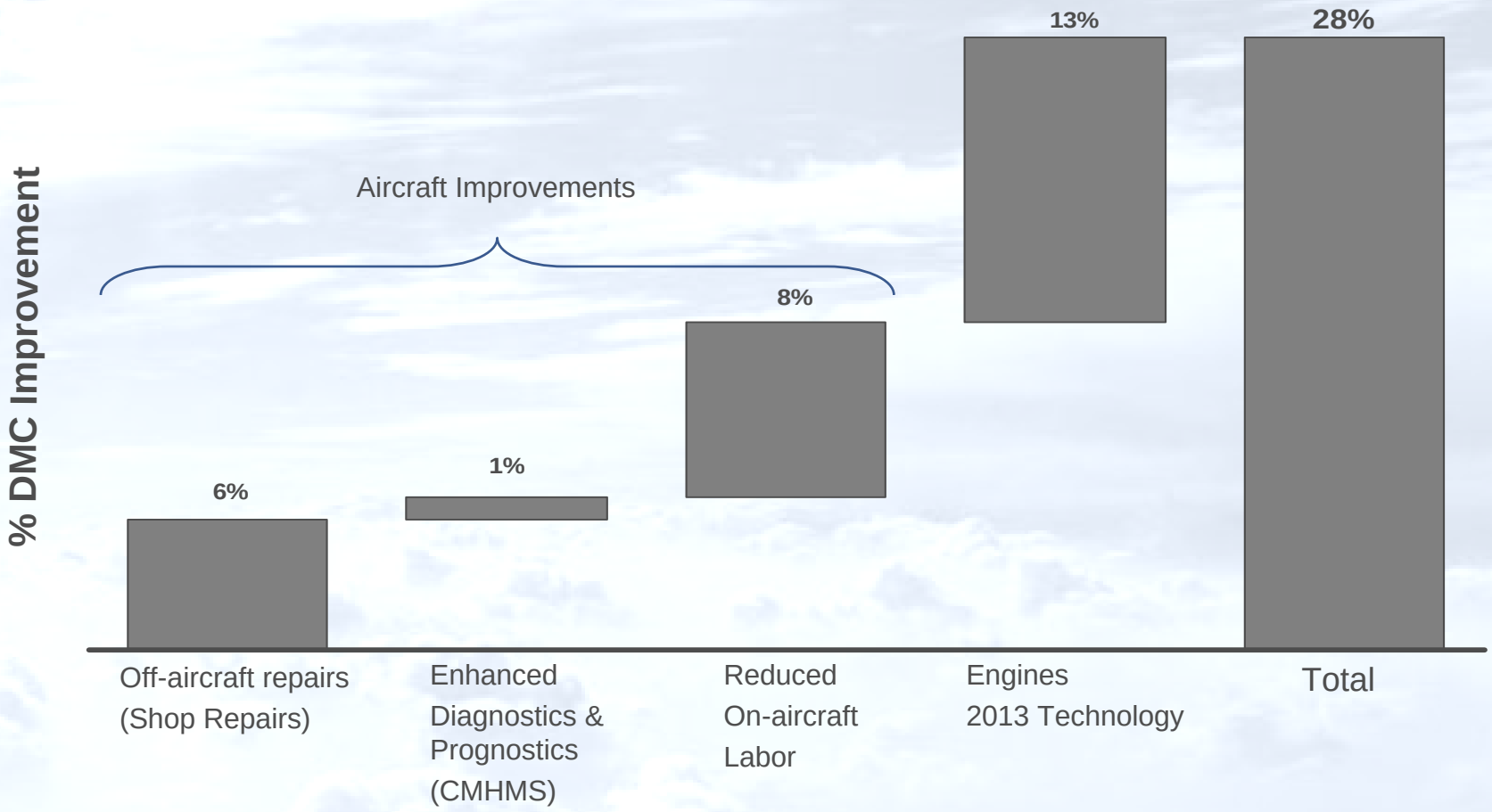
Innovative Systems Design and Integration Combined with Materials & Engine Technology Reduce Costs



Source: Bombardier engineering and Supply base data

* In Production Competitors Average Including A319, B737-600, E195

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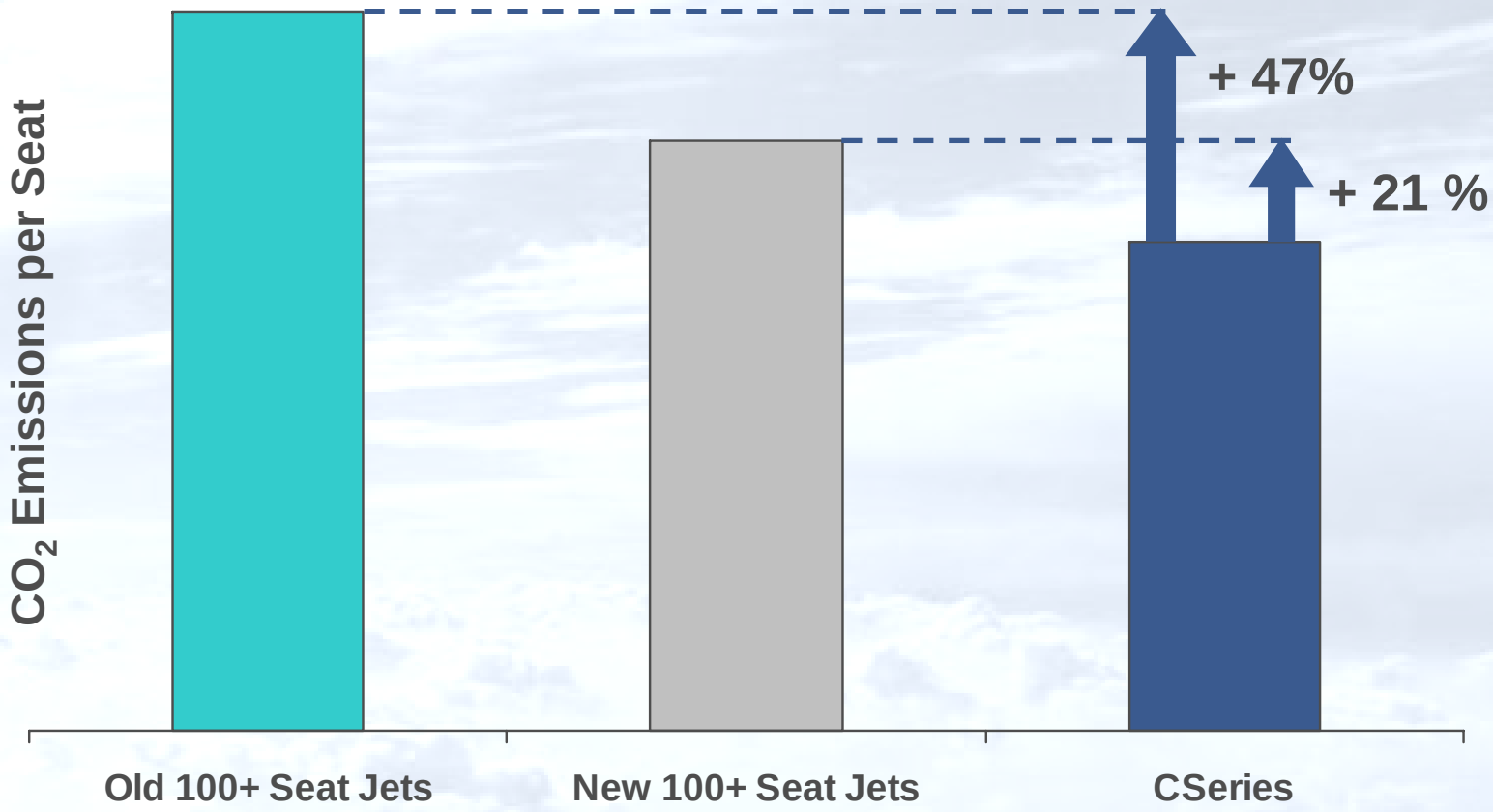
C*SERIES* • Designed To Reduce Environmental Fees Related To CO_2 Emissions



CSeries: Significantly Lower CO_2 Emissions per Seat

500 nm Mission; Old Jets: DC9, M87, F100, RJ100, 737-300, 737,500
New Jets: E195, A318, A319, 737-600, 737-700; CSeries: C110, C130

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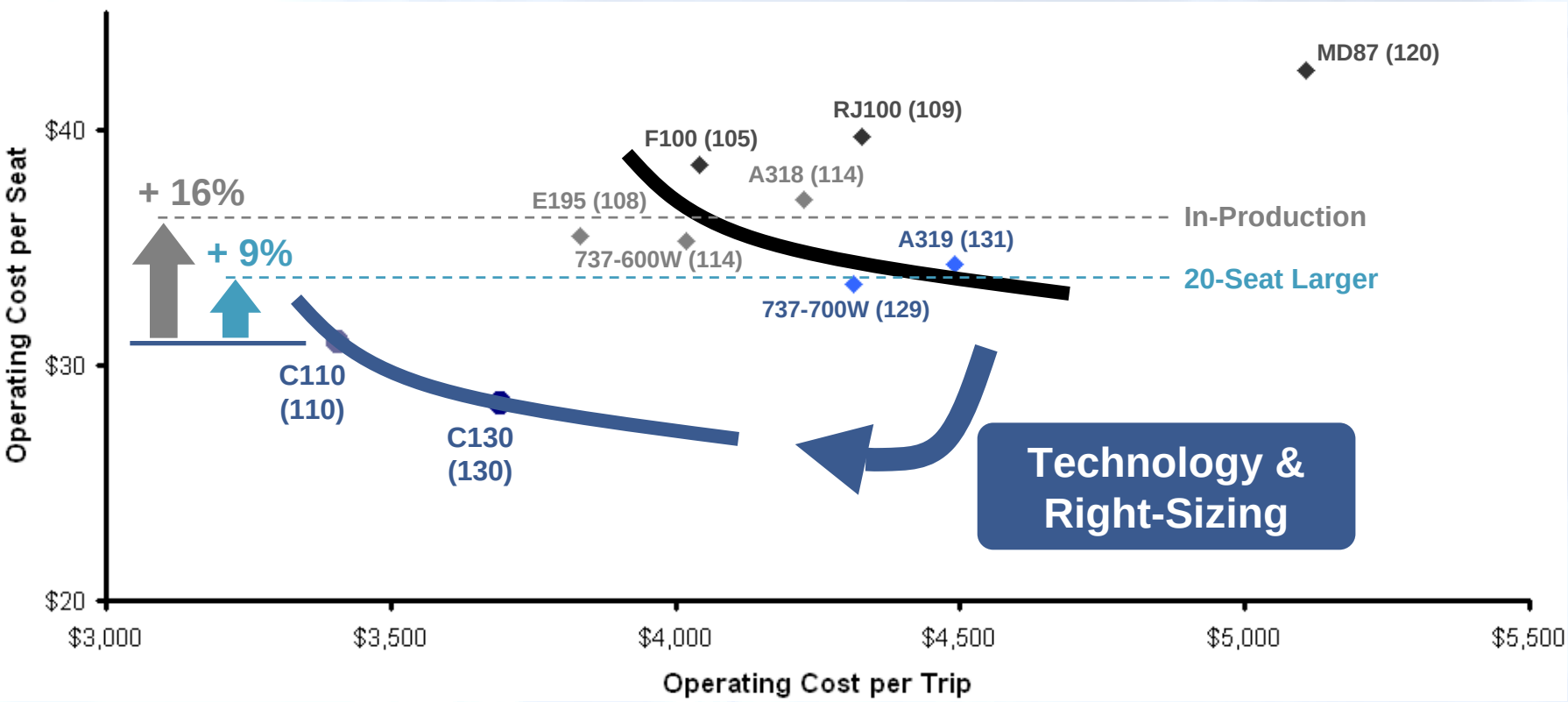
2013 Opportunity: Use Technology to Design A More Cost-Effective, Right-Sized Aircraft

COC Comparison – 500 nm Mission
North American Environment



Assumptions: Fuel: $2.3USD/USG, Landing Fees: $2.94 per 1000 lb MLW, 1 F/A per 50 Pax, Max Range of 1,500 nm, Single-Class @ 32" Pitch

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The Next Step Change In Aircraft Design Is Further Out Than You May Think

- The CSeries program in 2013 will be the next “step-change” for the foreseeable future
- “Open-rotor” propulsion systems leave many open questions:
  - Engine certification:
    - Containment
    - Vibration
  - Integration:
    - Sonic induced fatigue
    - Cabin integrity
    - Diameter
  - Community and cabin noise is actually worse
  - Operational issues
    - Aircraft configuration relative to today’s ground infrastructure
    - Aircraft speed and altitude

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C SERIES
NOW IS THE FUTURE

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