



**RBC Capital Markets
High Yield / Mid Cap Fixed Income Symposium**

SEPTEMBER 21, 2009

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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”, 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 2009.

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, in doing business with partners, 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 from 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 of the MD&A of the Corporation’s annual report for fiscal year 2009. 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.

Agenda

- 1** Overview
- 2** Aerospace
- 3** Transportation
- 4** Summary

Bombardier – A Global Market Leader

For the fiscal year 2009

<i>(in millions of U.S. dollars)</i>		BOMBARDIER INC.	
Revenues	\$ 19,721	Free Cash Flow	\$ 342
EBITDA	\$ 1,966	Backlog^(a)	\$ 48,200
EBIT	\$ 1,411	EPS^(b) (in U.S. dollars)	\$ 0.56
Net income	\$ 1,008	Employees	66,700

AEROSPACE		TRANSPORTATION	
#1 - Business aircraft manufacturer #1 - Regional aircraft manufacturer		#1 - Rail equipment manufacturer and services provider	
Revenues	\$ 9,965	Revenues	\$ 9,756
EBITDA	\$ 1,327	EBITDA	\$ 639
EBIT	\$ 896	EBIT	\$ 515
Backlog^(a)	\$ 23,500	Backlog^(a)	\$ 24,700
Employees	32,500	Employees	34,200

(a) As of January 31, 2009

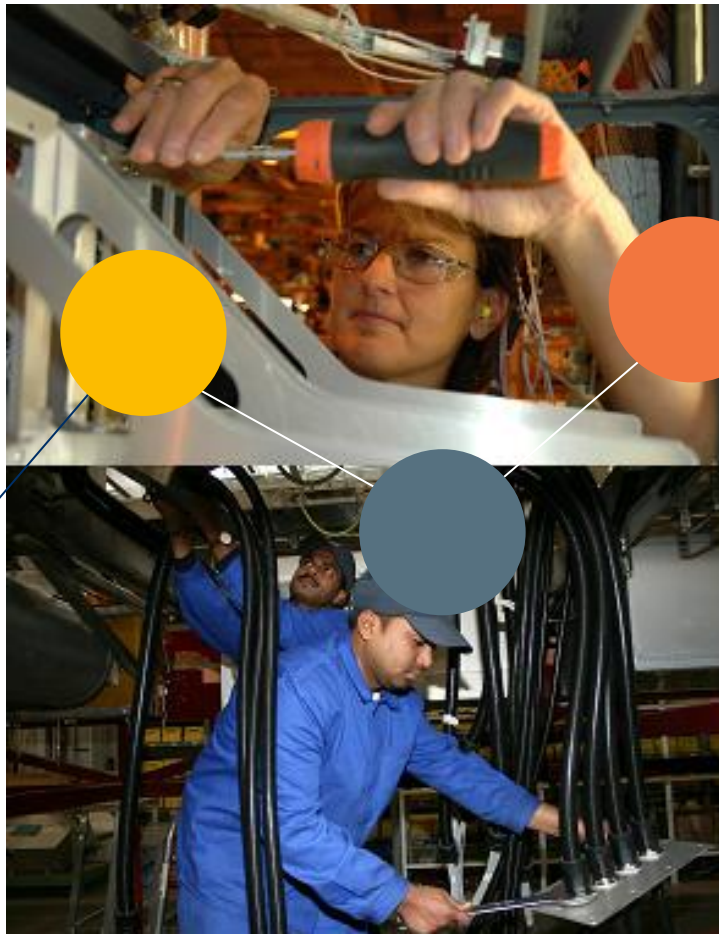
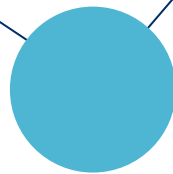
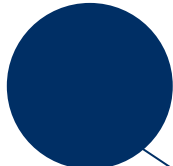
(b) Diluted

Bombardier Today

- **66,700 employees***
 - 75 nationalities
 - 20 languages

- **A presence in 60 countries**

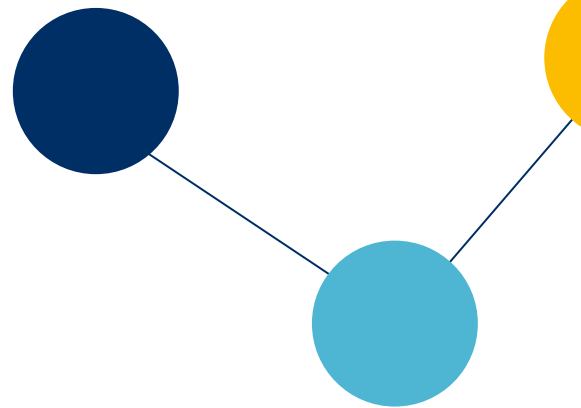
- **Customers in 100 countries**



* As of January 31, 2009

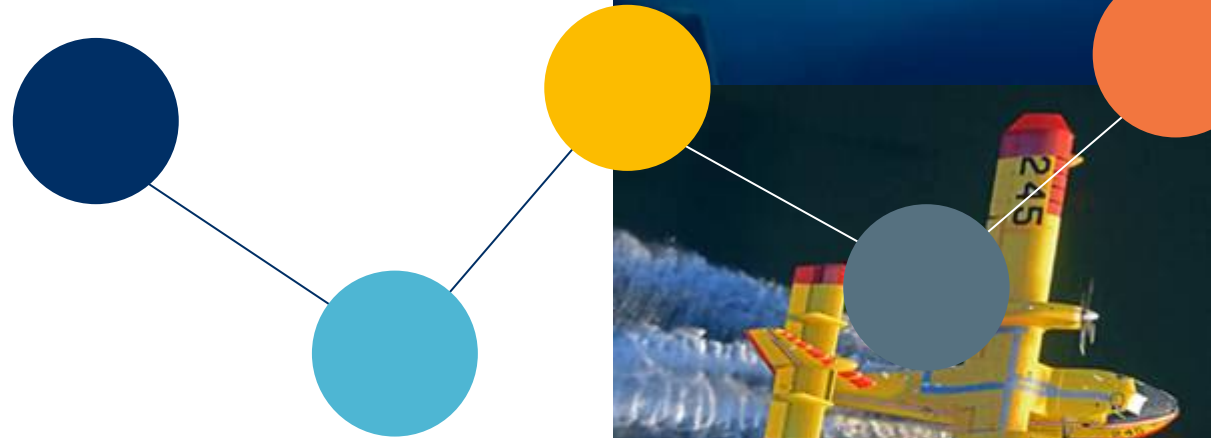
Bombardier Today

More than 100,000 Bombardier rail cars and locomotives in service worldwide



Bombardier Today

Every three seconds, a Bombardier aircraft takes off or lands somewhere around the globe



Bombardier – From entrepreneurial to global leader

1942-1973



1974-1985



1986-1993



1994-2001



2002-today



Entry

Invention of snowmobile

Rail transportation

Aerospace

Consolidation of leadership position

Global leadership

Revenues

\$0.7 B

\$1.0 B

\$5.6 B

\$12.4 B

\$19.7 B

Major acquisitions

- Lohnerwerke (Rotax)

- MLW
- Worthington
- Alco Power (U.S.)

- Canadair
 - Shorts
 - Learjet
 - deHavilland
 - BN
 - ANF
- } BT

- Waggonfabrik Talbot
- Deutsche Waggonbau
- Adtranz

Organic growth

Products developed or Major projects

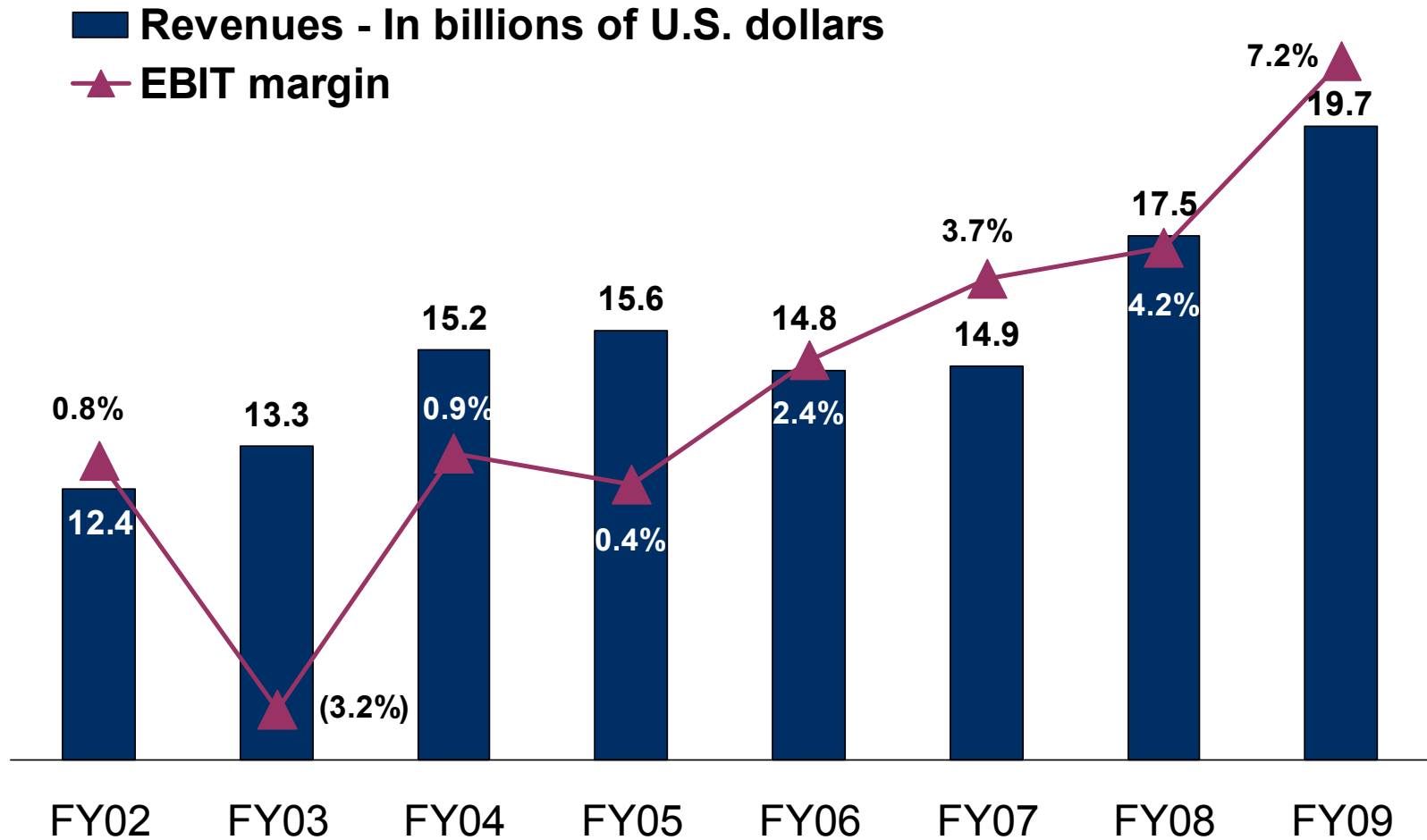
- 423 cars - Montreal Subway
- 825 cars - NY City subway (\$1BUS)

- CRJ100/200
- Learjet 31A
- Learjet 60

- CRJ700
- Learjet 45
- Global Express
- Q400

- Talent II
- Zefiro
- Challenger 300
- Learjet 85
- CSeries

Global leadership through organic growth

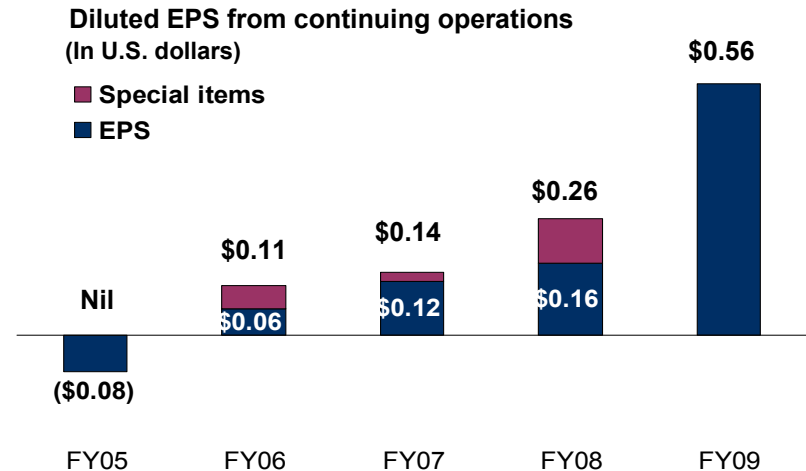
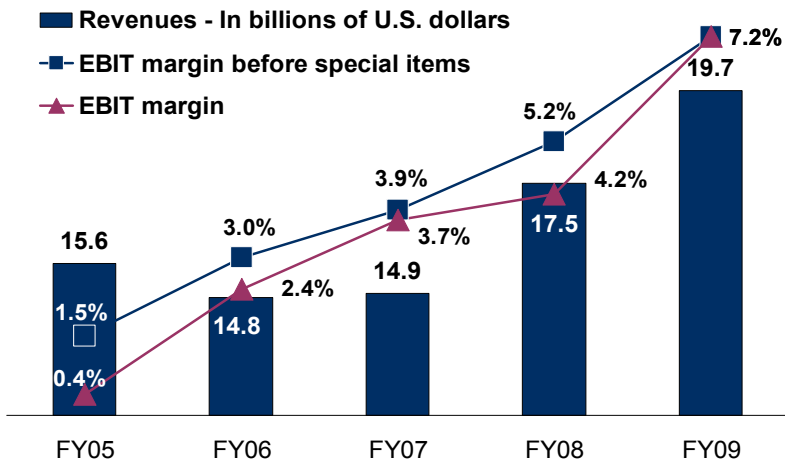
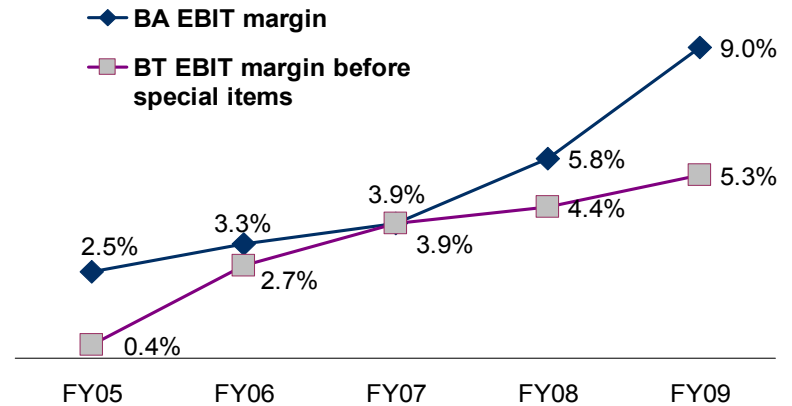
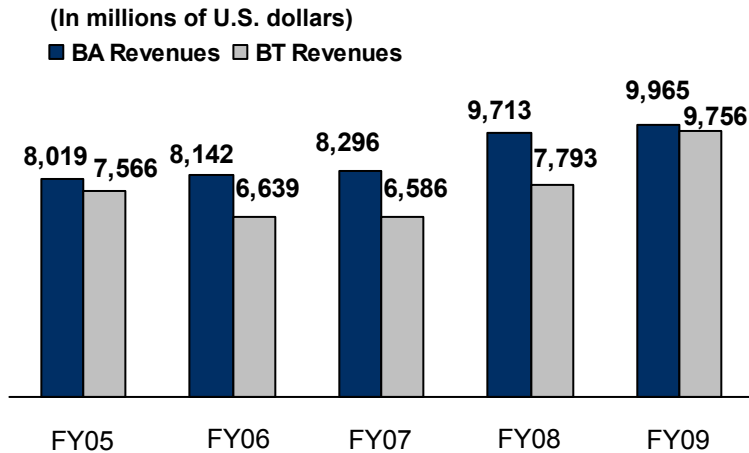


Significant improvements over the last five years

1. **Improved long-term profitability**
2. **Maintained strong liquidity**
3. **Improved capital structure**

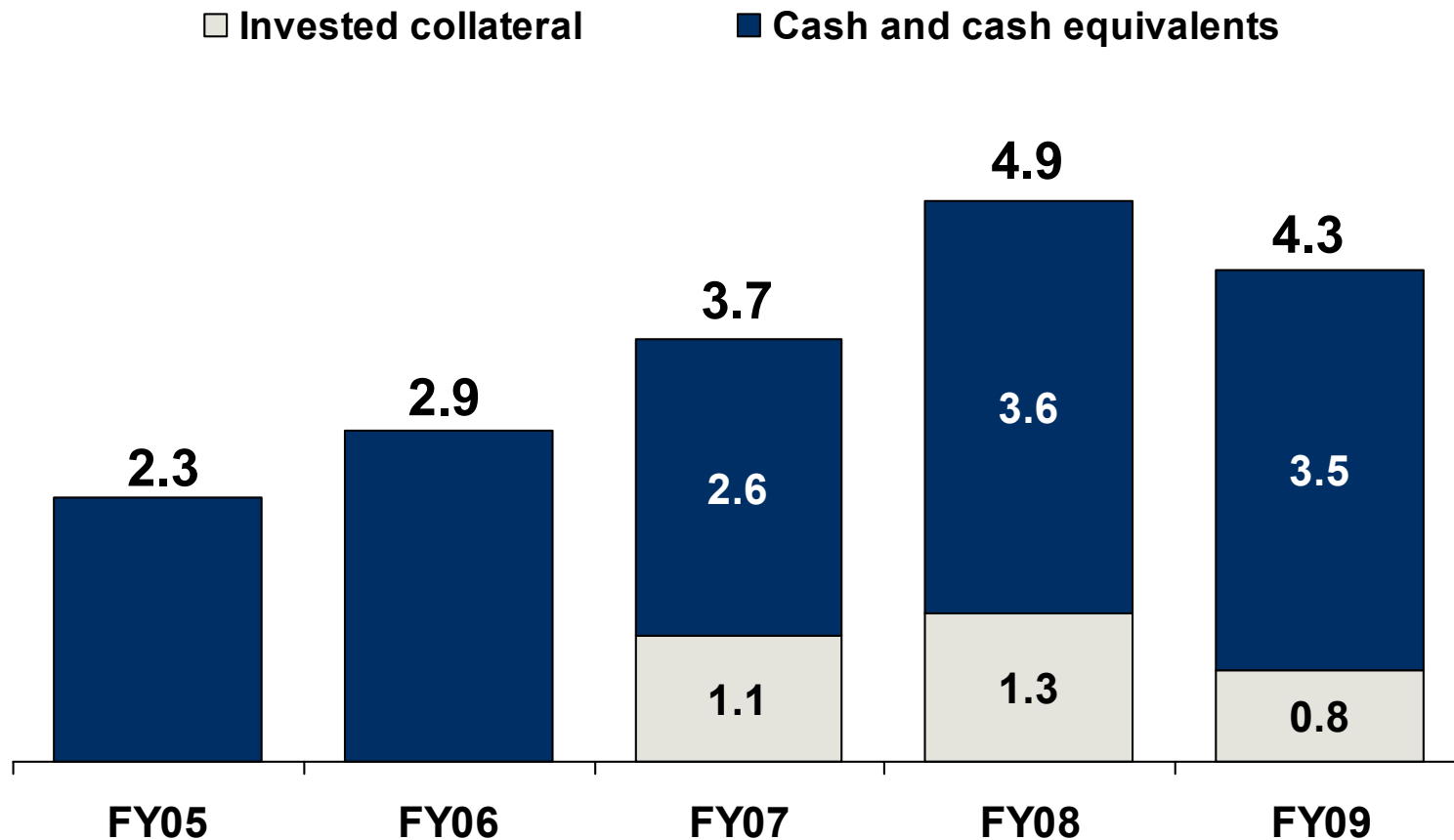
Significant improvements over the last five years

Improved long-term profitability



Significant improvements over the last five years

Maintained strong liquidity



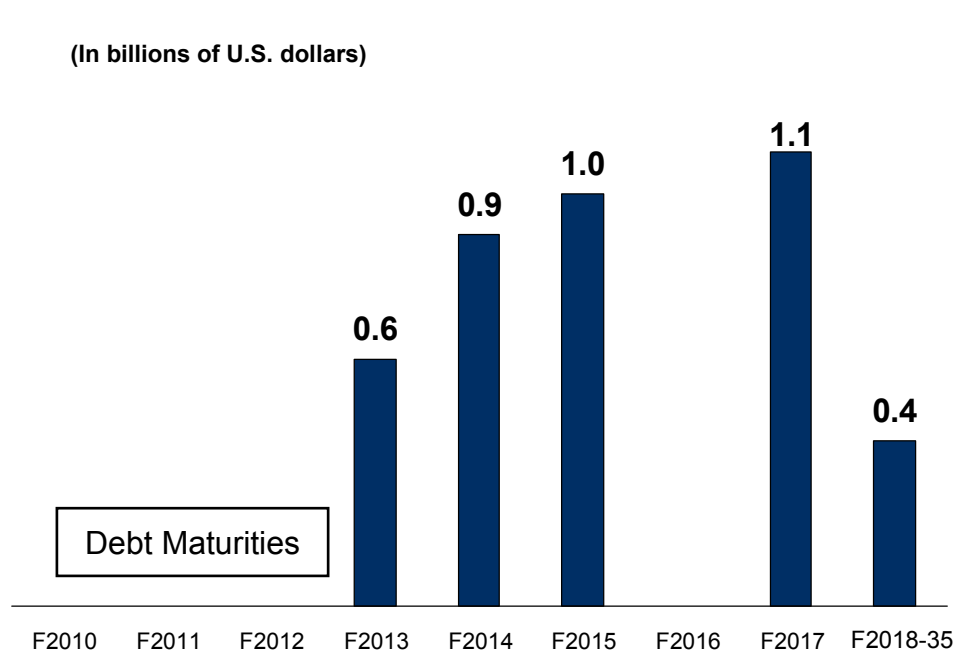
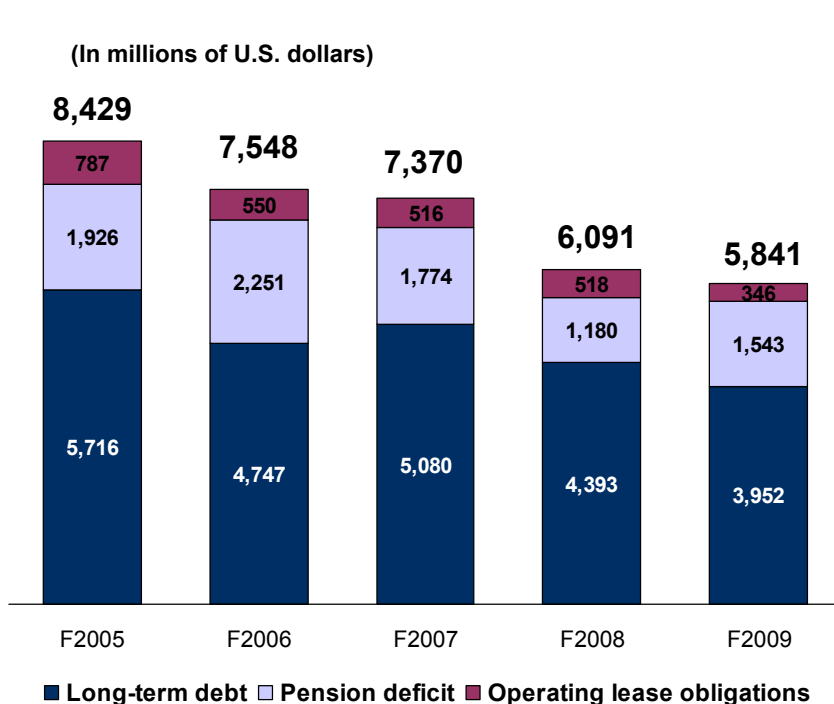
In billions of U.S. dollars

Significant improvements over the last five years

Improved capital structure

Global Leverage Metrics	Target	Y/E FY08	Y/E FY09	Trend
Adj. EBIT to adj. net int.	> 5.0	2.5	6.2	↗
Adj. debt to adj. EBITDA	< 2.5	3.8	2.8	↘
Adj. debt to adj. total cap.	< 55%	67%	66%	↘

Reduced total debt and extended maturities



To achieve our aspirations – Our way forward

We have established five priorities

- 1 Become number one in customer satisfaction through enhanced execution discipline
- 2 Raise our game on global talent management
- 3 Actively manage our exposure to key business risks
- 4 Establish local roots in all our key markets
- 5 Enhance our corporate social responsibility

Agenda

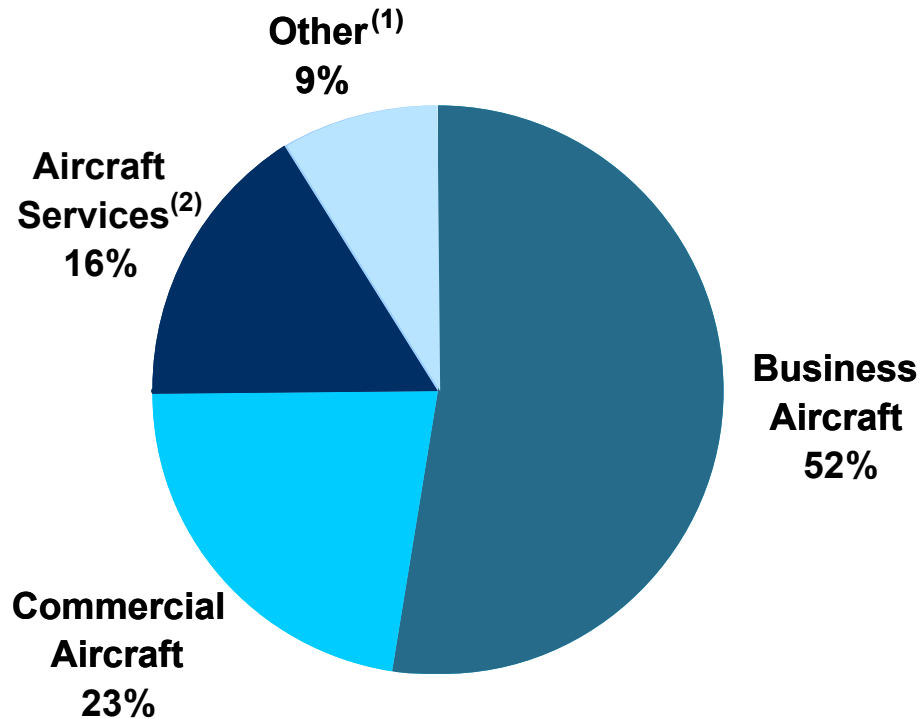
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Bombardier Aerospace - A Global Market Leader

Balanced portfolio of products and services

AEROSPACE REVENUE BREAKDOWN BY BUSINESS

(%) Aerospace revenue – Fiscal year 2009



Total Revenues FY09 = \$9,965 million

- (1) Other includes primarily sales of pre-owned aircraft and component manufacturing for third parties
- (2) Includes revenues from parts logistics, aircraft fractional ownership and hourly flight entitlement program's service activities, aircraft maintenance, commercial training and Military Aviation Training (MAT)

Bombardier's Business Aircraft offers the industry's most complete product portfolio

LEARJET FAMILY



Learjet 40 XR



Learjet 45 XR



Learjet 60 XR



Learjet 85

CHALLENGER FAMILY



Challenger 300



Challenger 605



Challenger 800 Series

GLOBAL FAMILY



Global 5000



Global Express XRS

Bombardier is well-positioned in the business jet market with product line covering 95% of revenues

	Market Shares Q2 C2009*	Very Light Jet	Light Jet	Super Light Jet	Midsize Jet	Super Midsize Jet	Large Jet	Super Large Jet	Ultra-Long Range Jet	Converted Airlines
Bombardier	37%		L40XR	L45XR	L60XR	CL-300	CL-605	G5000	GEX-XRS	CL-800 Series
					L85			Global Vision		
Gulfstream	29%				G150	G200	G350	G450	G500	
						G250			G550	
									G650	
Cessna	10%	Mustang	CJ3	XLS+	Sovereign	CX				
		CJ1+	CJ4							
		CJ2+	Encore+							
Dassault	13%						F2000DX	F900DX	F7X	
							F2000EX / LX	F900EX / LX		
Hawker Beechcraft	6%	Premier 1A /II	H400XP / 450XP	H750	H850XP	H4000				
					H900XP					
Embraer	3%	P100	P300	Legacy 450	Legacy 500					Legacy 600
										Lineage
Other	3%	HondaJet	SJ30-2							BBJ
		Eclipse	Grob							ACJ

← 95% of Market Revenue →






In Prod.
38

In Dev.
15

Note: Segmentation is largely determined by a combination of cabin volume, range and speed.

* Market shares calculated on a revenue basis excluding VLJs

The financial crisis is having a significant impact on the business aircraft industry in the short term

Calendar years 2009-10 Outlook	
Market drivers – Business aircraft	Outlook
World economic environment	
Credit scarcity	
Decrease in pre-owned jet inventory level to 12.1%*	
Business jet usage	
Business jet perceptions	

* For in-production aircraft (excluding VLJs)

Bombardier's Commercial Aircraft portfolio is aligned with current market trends towards environmentally friendly aircraft

Turboprops



Q400 NextGen

Regional jets



CRJ700 NextGen



CRJ900 NextGen



CRJ1000 NextGen

Single-aisle mainline jets



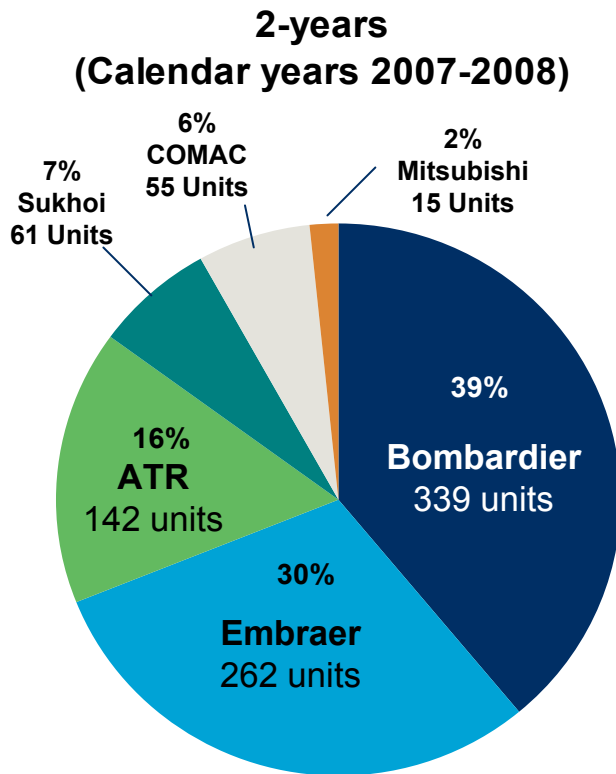
CSeries CS100



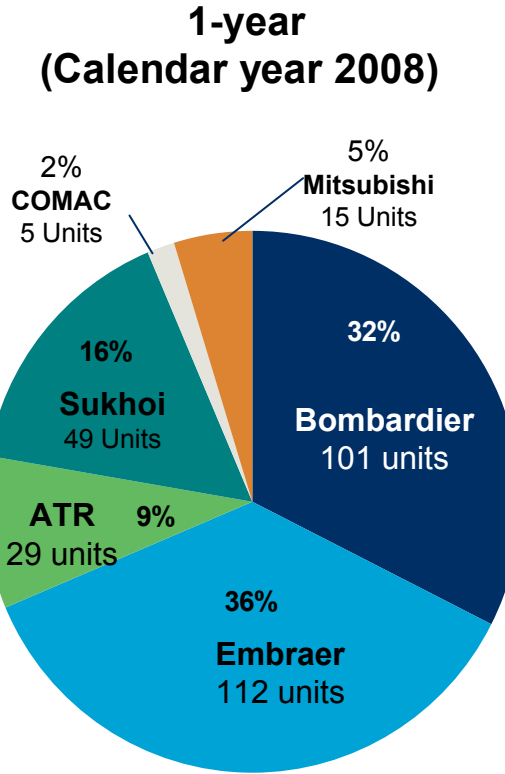
CSeries CS300

Bombardier's CRJ and Q-Series families are very successful in their classes

Net order market share by manufacturer 20 - 110 seat market

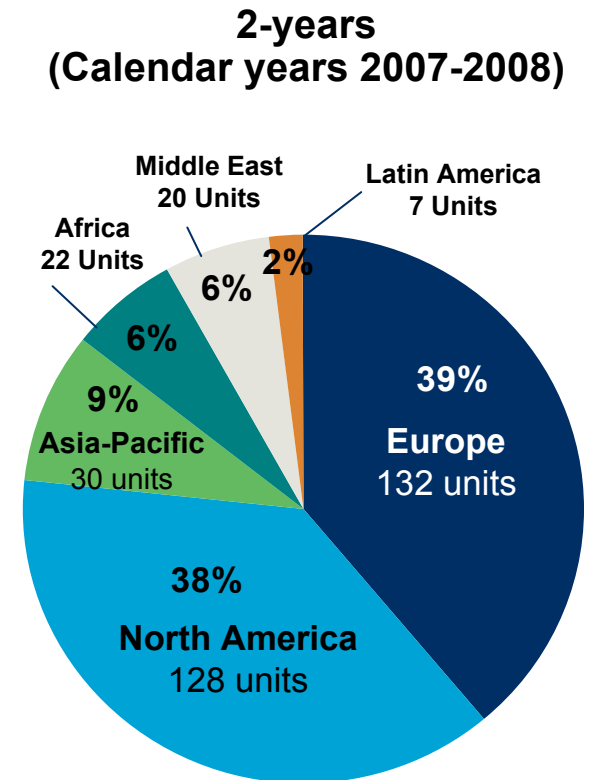


Total Aircraft = 870



Total Aircraft = 311

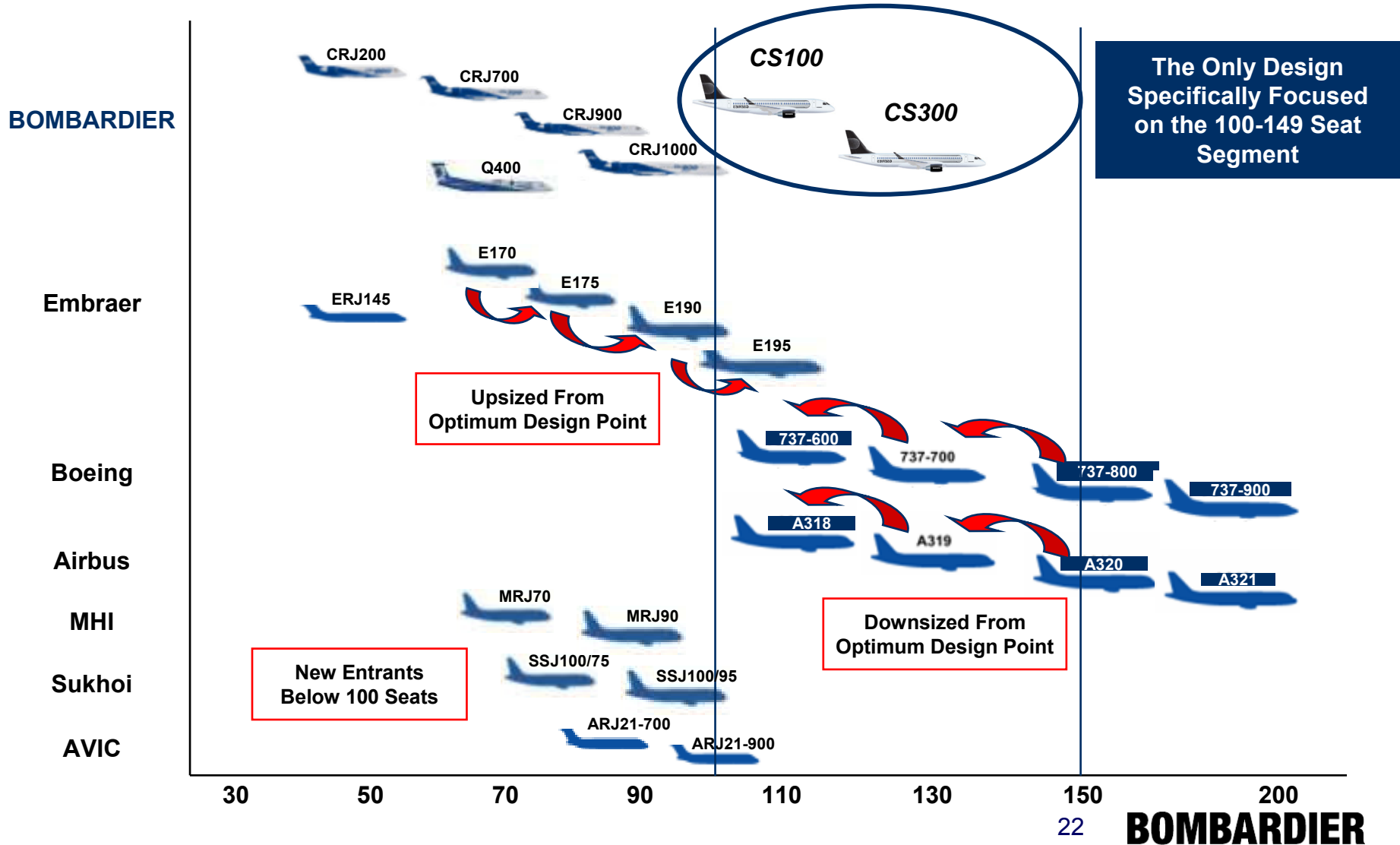
BBD net orders by region



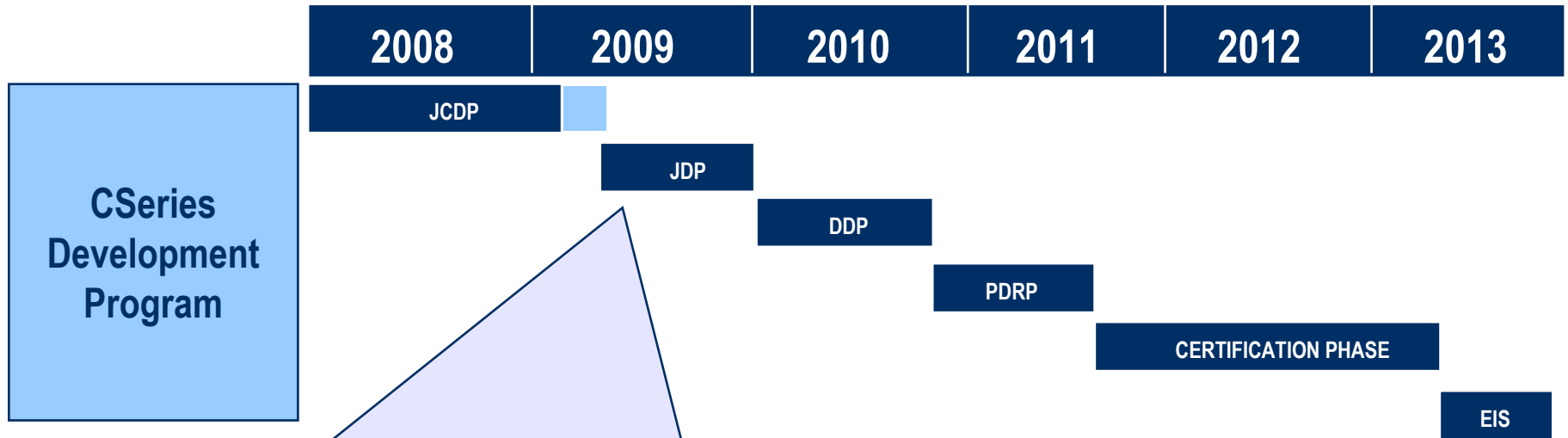
Total Aircraft = 339

Order totals are net of cancellations and conversions between programs and does not include corporate shuttle aircraft. Source of competitor data are company web sites and company year end reports.

CSeries • A New Family Optimized for the Lower End of the 100 to 149-seat Market Segment Is Long Overdue



CSeries program already moving into next phase of development



2009 Focus:

- Currently transitioning between JCDP and JDP
- Advanced aluminum fuselage barrel and CFRP Wing demonstrator rigs
- Final high lift, high speed and ground effect wind tunnel tests
- Ground breaking for *Complete Integrated Aircraft Test* facility
- Preliminary Design Review close-out

JCDP: Joint Conception Definition Phase
JDP: Joint Definition Phase
DDP: Detail Design Phase

PDRP: Product Definition Release Phase
EIS: Entry Into Service
CFRP: Carbon Fiber Reinforced Polymer

CSeries • Technologies and Design Evolutions Focused on Delivering Operational Benefits



Best in Class Cabin
Comfort and
Flexibility



Composite /
Al Li



Advanced Flight Deck
FBW with Side Sticks



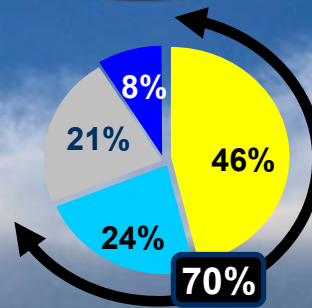
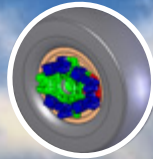
Integrated
Avionics &
Optimized
Systems



Superior Field
Performance &
Range Flexibility



Electric
Brakes



Advanced Composites

Aluminum Lithium

Standard Materials

Titanium and/or Steel

Pratt & Whitney
PurePower
PW1500G™



- Firm order agreements totalling 50 aircraft plus 50 options from Lufthansa and LCI

The financial crisis is also having a significant impact on the commercial aircraft industry in the short term

Calendar years 2009-10 Outlook	
Market drivers – Commercial aircraft	Outlook
Short-term economic environment	
Airline profitability	
Aircraft financing availability	

Aerospace – Taking action in turbulent times

- Approximately 25% less business jet deliveries in F2010 than in F2009
- Approximately 10% more deliveries in commercial aircraft
- Production adjustment announced in Q1FY10 resulted in:
 - 4,360 layoffs
 - Severance costs of \$32 million (expensed in Q1FY10)
 - Business aircraft production was adjusted in Q1FY10
 - CRJ production will be adjusted by the end of the year



Aerospace – Deliveries and net orders

Deliveries⁽¹⁾	Q2 F2010	Q1 F2010	Q4 F2009	Q3 F2009	Q2 F2009	Q1 F2009
Business aircraft	51	43	54	57	66	58
Commercial aircraft	28	31	37	22	23	28
Amphibious aircraft	1	1	2	1	0	1
Total	80	75	93	80	89	87

Gross orders	57	65	50	71	187	121
Cancellations	95⁽²⁾	56	44	3	12	3
Net orders	(38)	9	6	68	175	118

(1) Including aircraft in the fractional ownership program

(2) Includes the termination of a purchase agreement with Jet Republic for 25 Learjet 60 XR and the termination of a firm order with MyAir.com for 15 CRJ1000

Aerospace – Results

(In millions of U.S. dollars)

	Q2 F2009-10	Q2 F2008-09	YTD F2009-10	YTD F2008-09	FY 2008-09
Revenues					
Manufacturing	1,891	2,049	3,754	3,936	8,116
Services	344	424	673	844	1,588
Other	164	43	191	116	261
Total	2,399	2,516	4,618	4,896	9,965
EBITDA	247 10.3%	348 13.8%	451 9.8%	659 13.5%	1,327 13.3%
Amortization	93	105	187	210	431
EBIT	154 6.4%	243 9.7%	264 5.7%	449 9.2%	896 9.0%
Free Cash Flow	(10)	100	(540)	390	128

Aerospace – Taking action in turbulent times

- Free cash flow should continue to gradually recover
- Cost reduction program in place to mitigate impact on F2010 results
- We remain committed to the development of our new aircraft programs



Agenda

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We are providing a full range of products and solutions to our customers around the world

Rolling stock

Passengers



- Light rail vehicles
- Metros
- Commuter trains
- Regional trains
- Intercity trains
- High-speed trains
- Very high-speed trains

Locomotives & Equipment



- Locomotives
- Bogies
- Traction converters
- Auxiliary converters
- Drives / traction motors
- Train control and communication

Services



- Fleet management
- Spare parts & logistics management
- Vehicle refurbishment and overhaul
- Component repair and overhaul
- Technical support

System & Signaling

Systems



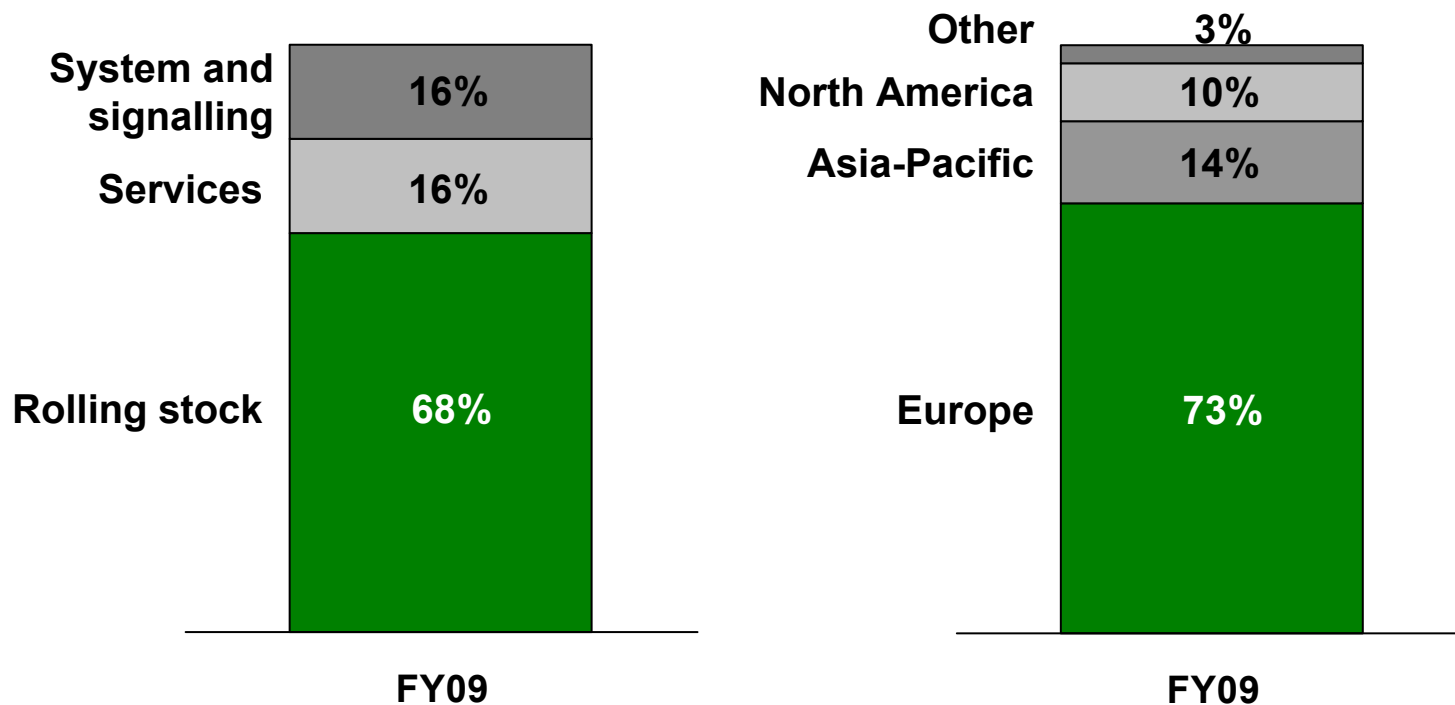
- Automated people movers
- Advanced rapid transit
- Light rapid transit
- Automated monorail
- Operations and maintenance
- Transit security

Rail Control Solutions



- Integrated control systems
- Onboard computer systems
- Automatic train protection and operation
- Wayside interlocking and equipment

Transportation – Revenues by product line and geographic region



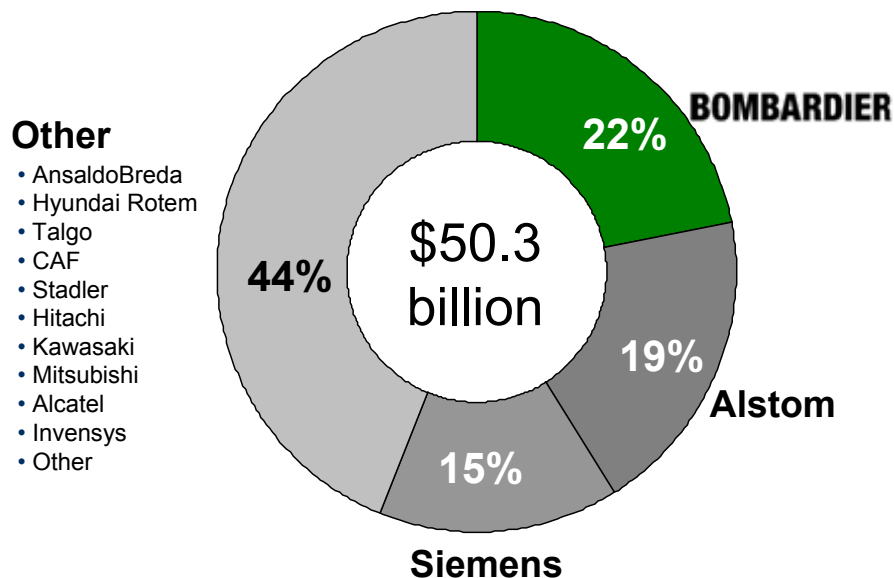
Total Revenues FY09 = \$9,756 million

BT is the market leader in the rail industry

The market showed a strong overall growth of 10%

Average market shares based on order intake 2006-08

Bombardier relevant market

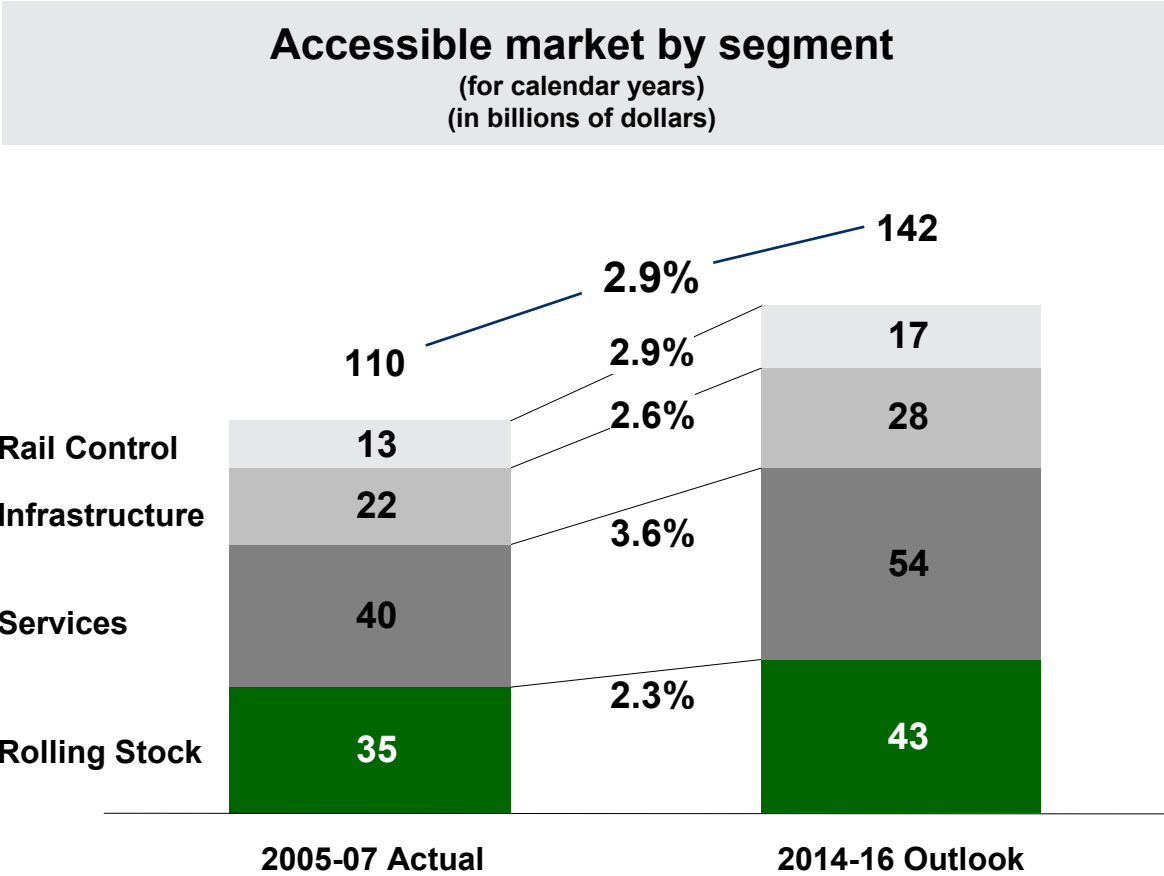


The worldwide rail market is comprised of rolling stock, services, system and signalling, including rail-related telecommunication equipment and infrastructure. Market data referred to represents the market in which BT has a product offering (“relevant market”), defined as the worldwide rail market excluding Japan and the share of local contractors in emerging markets, which are not accessible to BT. Segments where BT has no product offering, such as North American diesel locomotives, worldwide freight cars, rail infrastructure, electrification and pure communications equipment, are also excluded.

Competitors with at least 10% market share in one segment

	PASSENGERS					LOCOMOTIVES AND EQUIPMENT			SERVICES	SYSTEM	SIGNALLING
	Light rail	Metros	Commuter	Regional	High speed & intercity	Electric loco-motives	Bogies	Propulsion & controls			
BT	#1	#1	#1	#1	#3	#1	#1	#1	#1	#1	#6
Alstom											
Siemens											
Stadler Rail AG											
CAF											
Hyundai Rotem											
Ansaldo STS											
Thales											

The fundamentals of the rail industry are positive



Source: "Worldwide rail market study - status quo and outlook 2016" published by the Association of the European Rail Industry in September 2008 (2008 UNIFE Study).






Values translated using a Euro/USD foreign exchange rate of 1.2803.

Large number of tenders have been announced for the coming three calendar years

Project	Country	Segment	Potential number of cars*
China High Speed	China	High speed trains	3,000
Thameslink, London	U.K.	Commuter and regional trains	1,300
TGV Next Generation	France	Very high-speed trains	1,200
Intercity Replacement	Germany	Intercity trains	1,100
Intercity Replacement	Switzerland	Intercity trains	750
Porteur Hyperdense	France	Intercity trains	650
Indian Metro	India	Metro cars	550
Porteur Polyvalent	France	Regional trains	550
Picadilly Lines, London	U.K.	Metro cars	550
Sochi	Russia	Commuter trains	350
Metro Montréal	Canada	Metro cars	340
Stockholm Metro	Sweden	Metro cars	240
Berlin Tram	Germany	Light rail vehicles	200
Toronto Light Rail	Canada	Light rail vehicles	200
Trenitalia Alta Velocità	Italy	Very high-speed trains	160
Trenitalia Locomotives	Italy	Locomotives	100

* Base contracts only, options are not included.

Transportation – Well positioned in a strong market

Market driver	Market segments	Geographical regions	CY 2009-11 outlook
Urbanization and population growth	All	Asia-Pacific and Other	
Oil scarcity and energy price	Rolling stock, Services and System	Worldwide	
Environmental awareness	All	Worldwide	
Replacement of aging rail equipment	Rolling stock, Services and Signalling	Europe and North America	
Liberalization of rail transport markets	Rolling stock and Services	Europe	

Transportation – Results

(In millions of U.S. dollars)

	Q2 F2009-10	Q2 F2008-09	YTD F2009-10	YTD F2008-09	FY 2008-09
Revenues					
Rolling stock	1,851	1,706	3,498	3,164	6,663
Services	364	381	699	798	1,529
System and signalling	332	329	602	863	1,564
Total	2,547	2,416	4,799	4,825	9,756
EBITDA	189 7.4%	160 6.6%	340 7.1%	313 6.5%	639 6.5%
Amortization	30	32	56	67	124
EBIT	159 6.2%	128 5.3%	284 5.9%	246 5.1%	515 5.3%
Free Cash Flow	149	105	(111)	363	480

Transportation – Outlook for F2010

- Book-to-bill around one
- Existing backlog will drive single-digit growth
- Free cash flow in line with EBIT
- EBIT margin in line with target of 6% for the year



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Summary

- **Aerospace continues to perform in a very challenging environment**
- **Transportation's fundamentals remain strong**
- **Free cash flow should continue to gradually recover**
- **Solid cash position at \$2.8 billion**
- **Strong backlog at \$47.5 billion**

Today, the success story continues



CSeries

Today, the success story continues



Zefiro

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, EBIT and EPS from continuing operations before special items 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. The special item for the year ended January 31, 2008 relates to Transportation's write-off of the carrying value of its investment in Metronet. The special item for the year ended January 31, 2007 relates to the restructuring plan initiated in fiscal year 2005 to reduce the cost structure in Transportation. Management views these items as potentially distorting the analysis of trends.