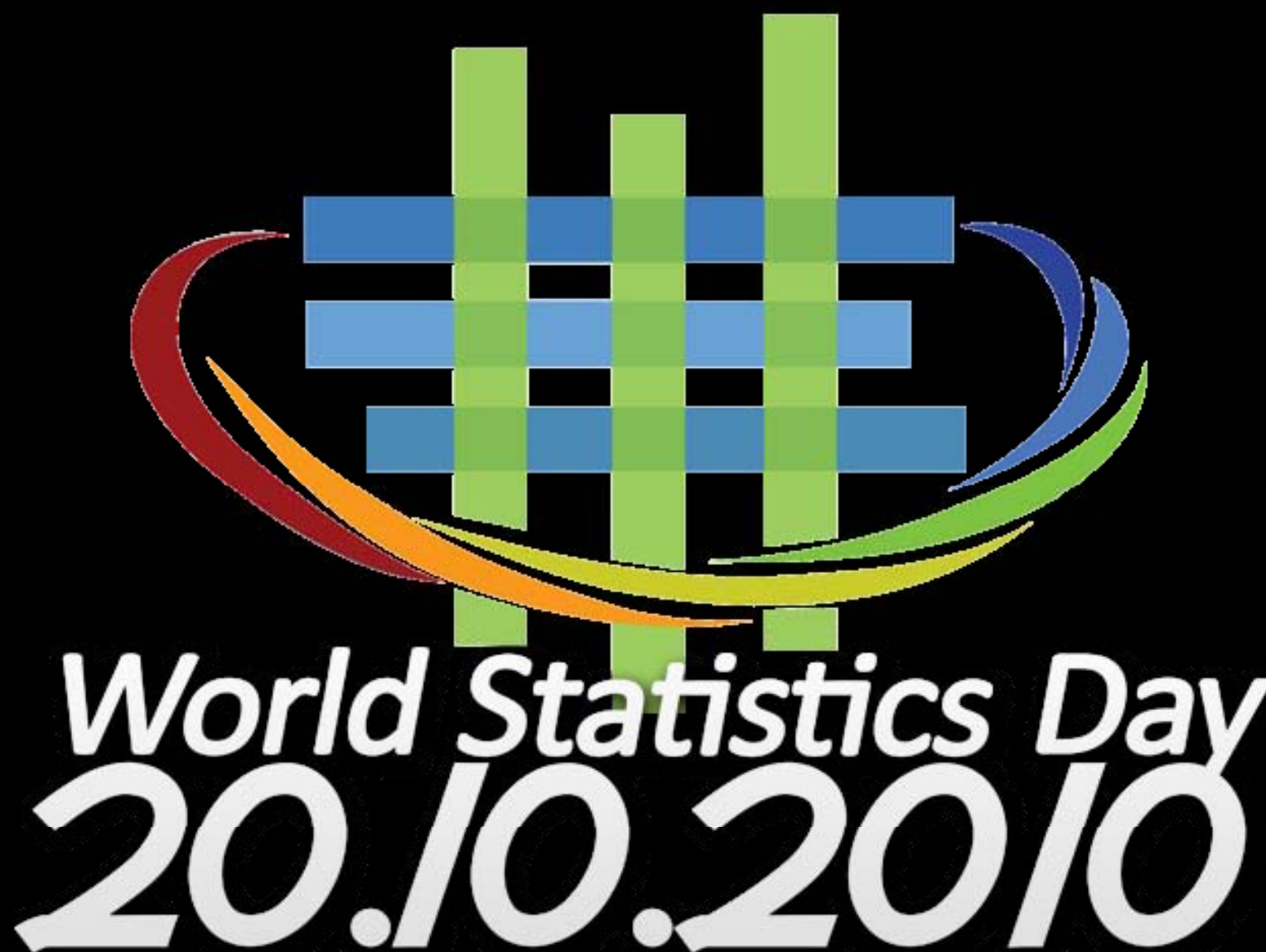


The Art of Statistics



ICAO World Statistics Day, October 2010

Steven Davis-Mendelow, Ph.D.

Bombardier Commercial Aircraft, Market Development

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Bombardier Inc.

Headquartered in Montréal, Canada

Employees: 66,935

Revenues: \$19.7 billion



Aerospace

#3 manufacturer in the world

Revenues: \$10.0 billion

Employees: 32,500 (reduced after January 31, 2009)

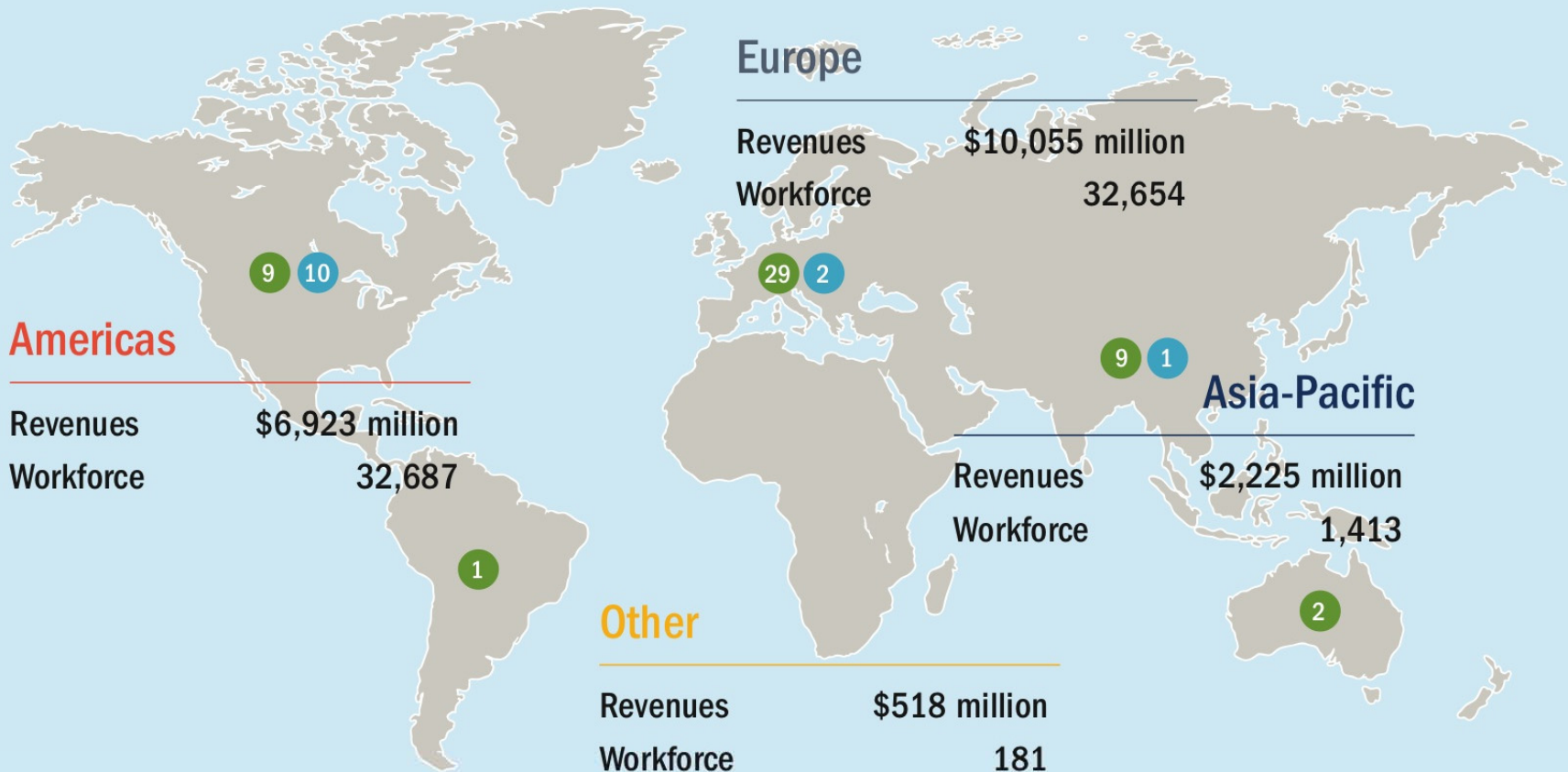
Transportation

#1 manufacturer in the world

Revenues: \$9.8 billion

Employees: 34,200

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- Bombardier Aerospace production and engineering sites, and service centres
- Bombardier Transportation production and engineering sites



Aviation Statistics

4,500

23,000

2,092

2.2 billion

3,754

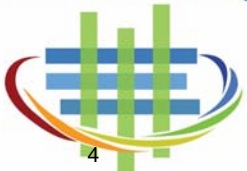
70%

2%

8%

\$3.5 trillion

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BCA market forecast is published annually

- **Built on econometric model**
- **Requires global data**
 - Fleet
 - Deliveries
 - Retirements
 - GDP
 - Socio-economic
- **Released annually at the Farnborough or the Paris Airshow**



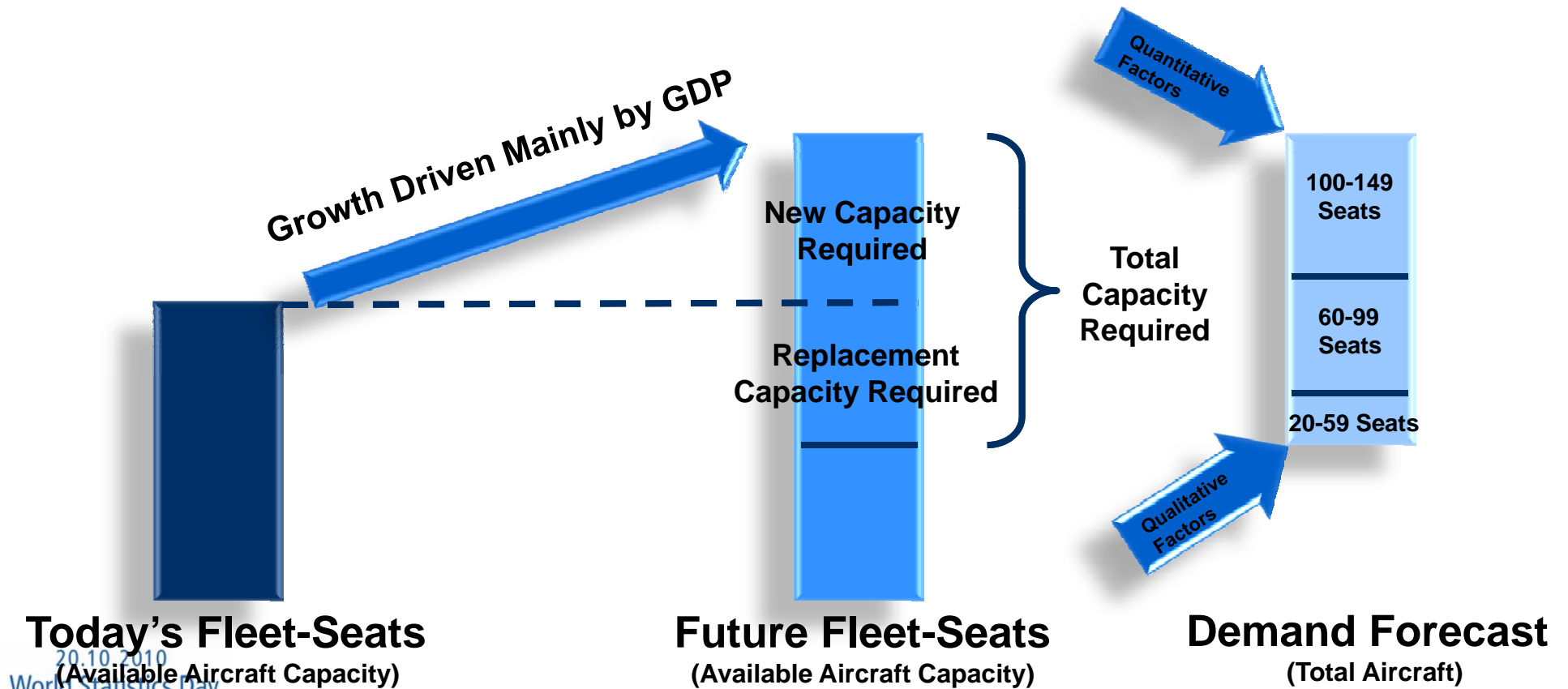
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BCA 20-year delivery forecast : model dynamics



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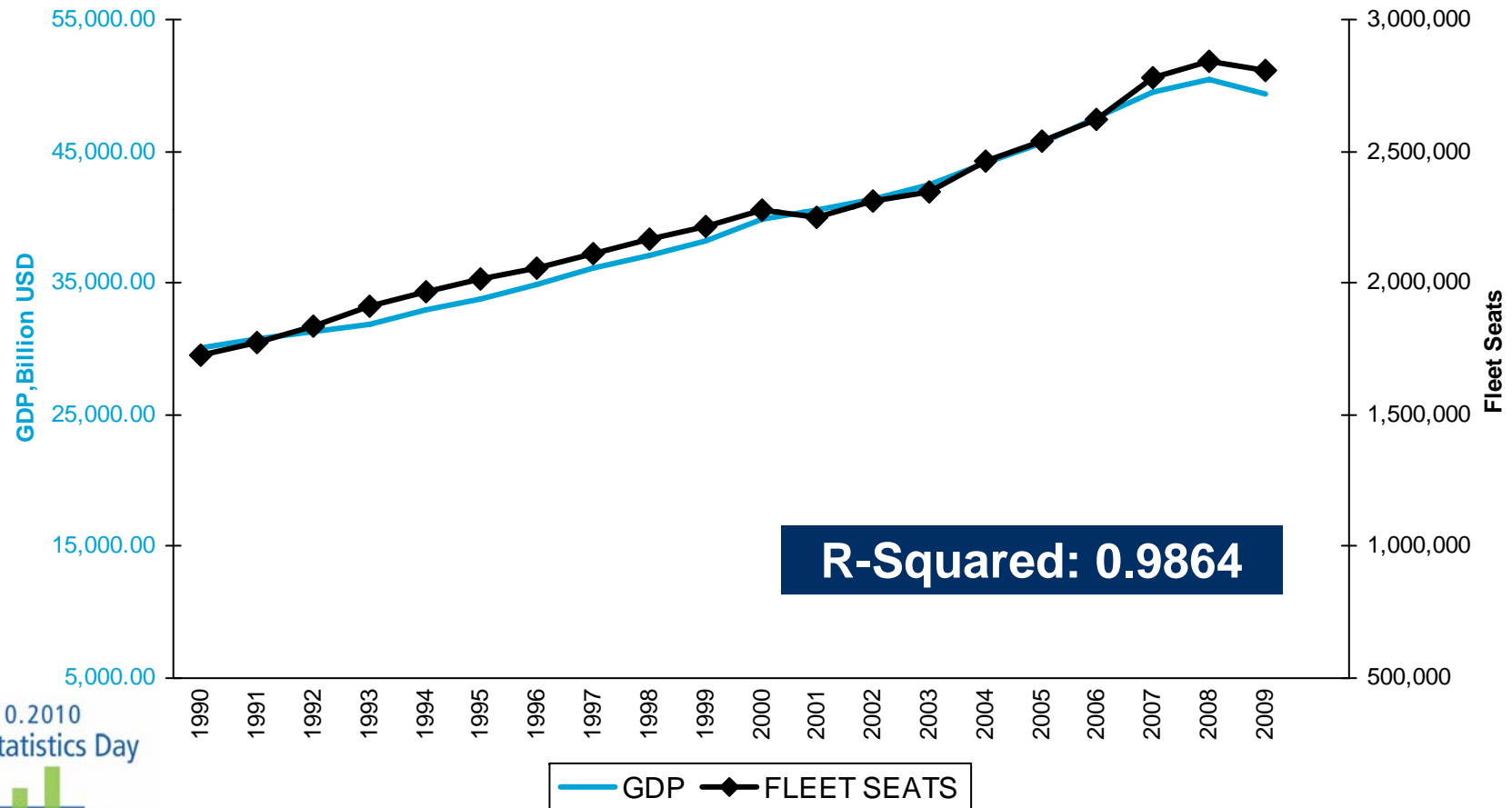


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The relationship between worldwide GDP and fleet seats is well recognized and very strong

GDP and Fleet-Seat History



Source: Global Insight, Jan 2010; CAMF2009

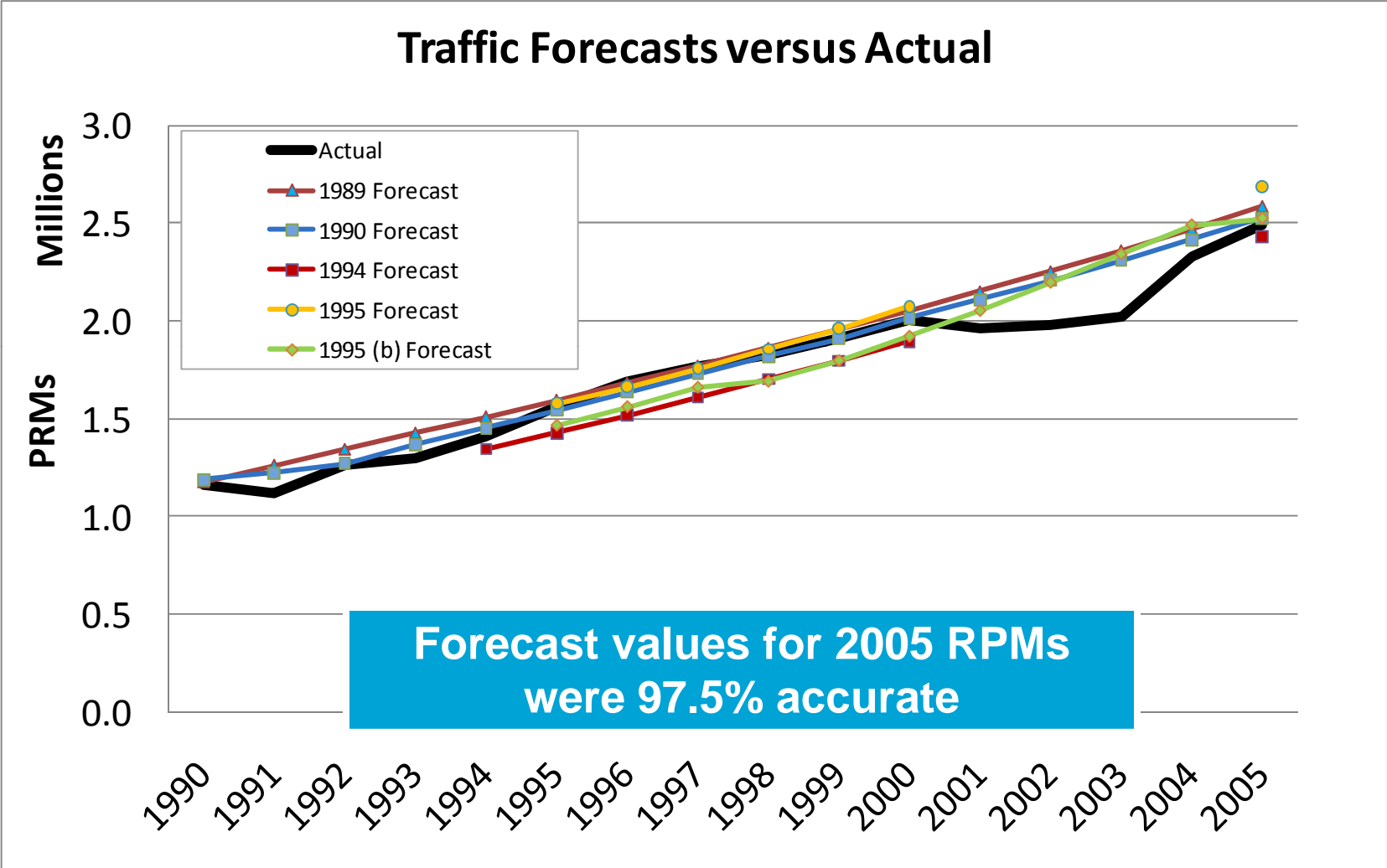
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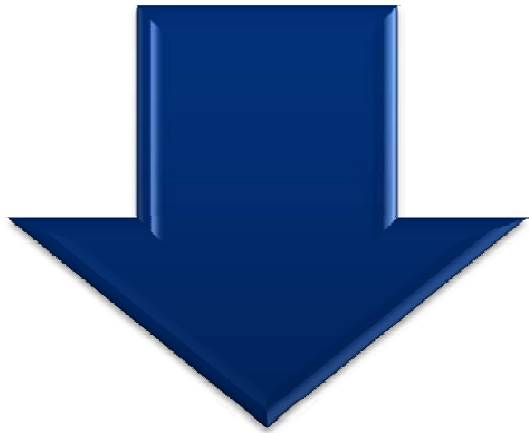


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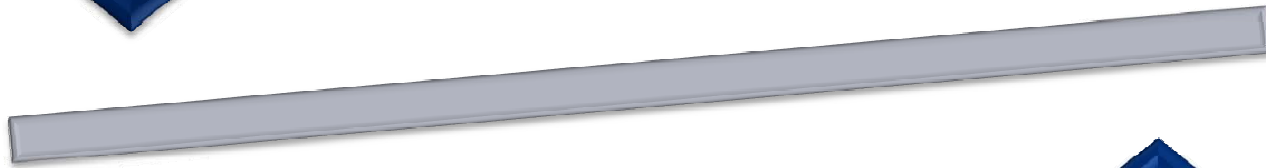
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Long-term traffic forecasts compared to actual traffic





Quantitative



Qualitative



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Statistics

Market Distribution

- GDP/MSCI
- Fuel/Oil Price
- Fleet characteristics (aging of fleet and
- Access to aircraft financing
- Market liberalization
- Scope clauses
- Environmental focus
- Aviation infrastructure

Market Share

- Pricing
- Operating costs
- Competitors
- Productivity
(Speed/Range/Cabin)
- Availability/Entry into service
- Trade barriers
- Technology

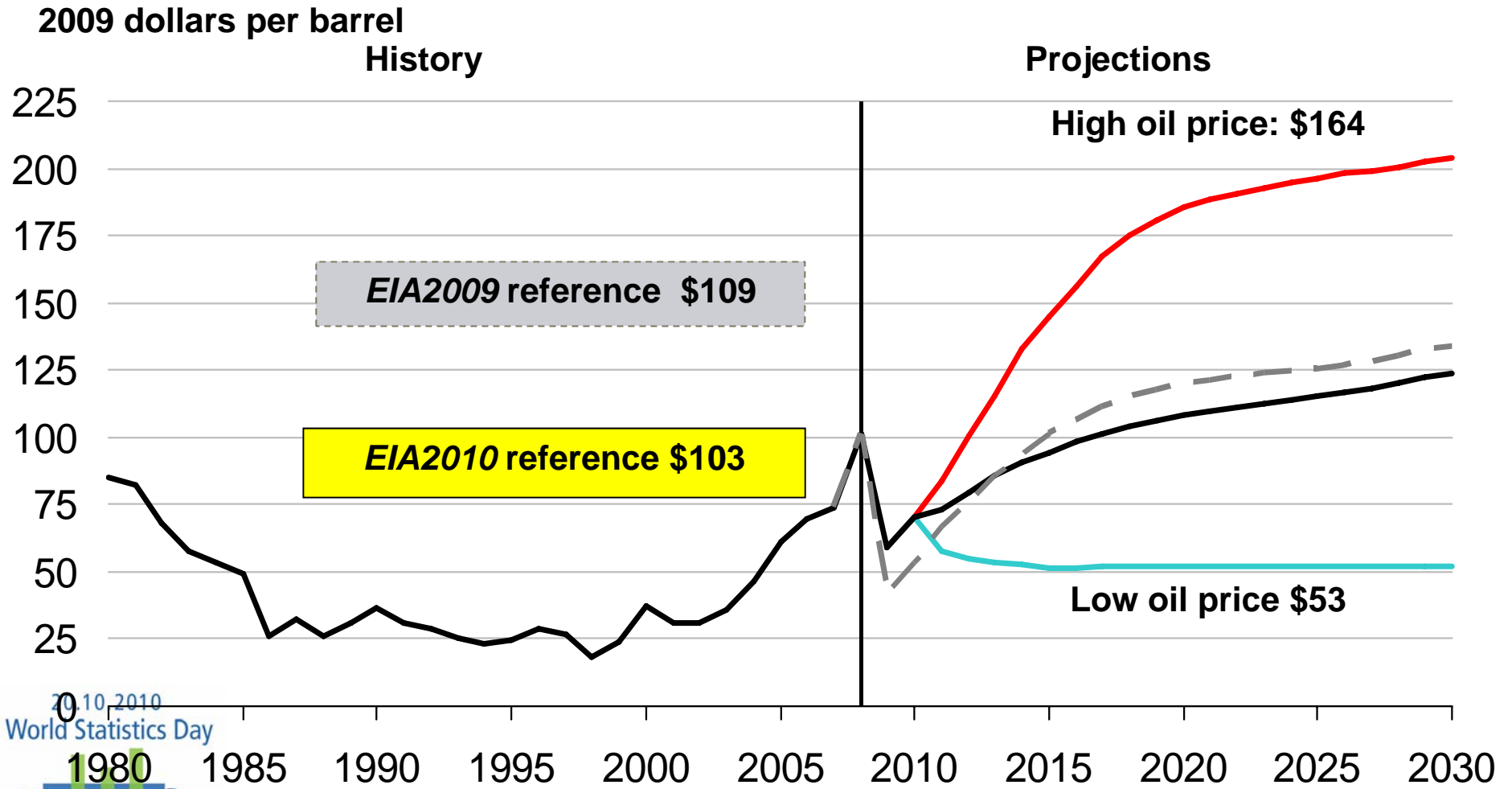
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Forecasting combines statistics and data with experiential knowledge



Source: Energy Information Agency (EIA), *Annual Energy Outlook (AEO) 2010*

20-year market forecast results: CAMF2010 forecast higher with improved GDP

2010 BCA Commercial Aircraft Market Forecast				
Forecast 2010	Fleet 2009	Deliveries	Retirements	Fleet 2029
20-59 Seats	3,700	200	2,700	1,200
60-99 Seats	2,200	5,900	1,000	7,100
100-149 Seats	5,300	6,700	3,000	9,000
Total	11,200	12,800	6,700	17,300


**More Deliveries, Fewer Retirements
Larger Aircraft, Larger Fleet**

2009 BCA Commercial Aircraft Market Forecast				
Forecast 2009	Fleet 2008	Deliveries	Retirements	Fleet 2028
20-59 Seats	3,800	300	2,600	1,500
60-99 Seats	2,100	5,800	1,000	6,900
100-149 Seats	5,600	6,300	3,300	8,600
Total	11,500	12,400	6,900	17,000

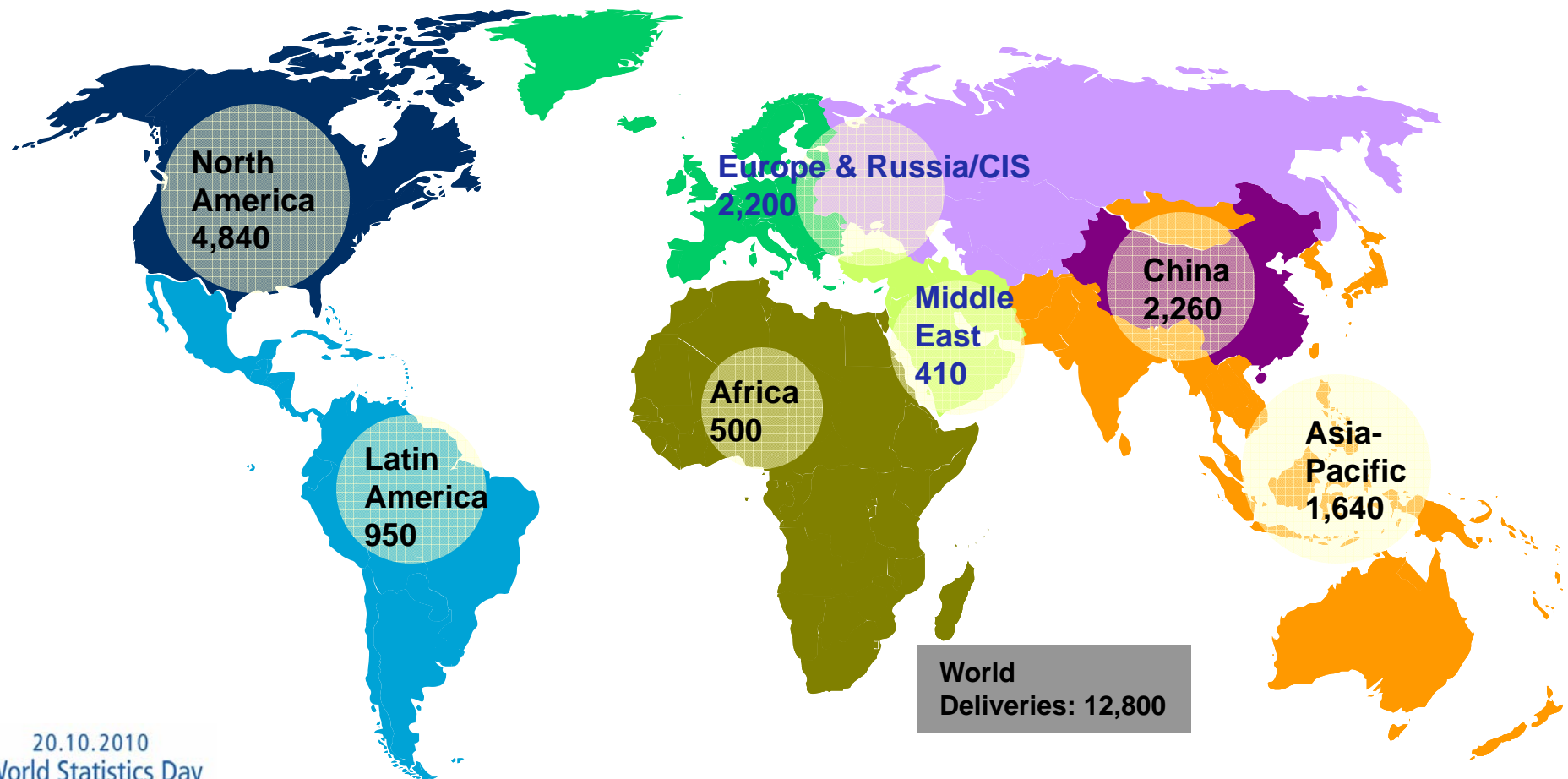
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Shifting delivery demand by region over the forecast period



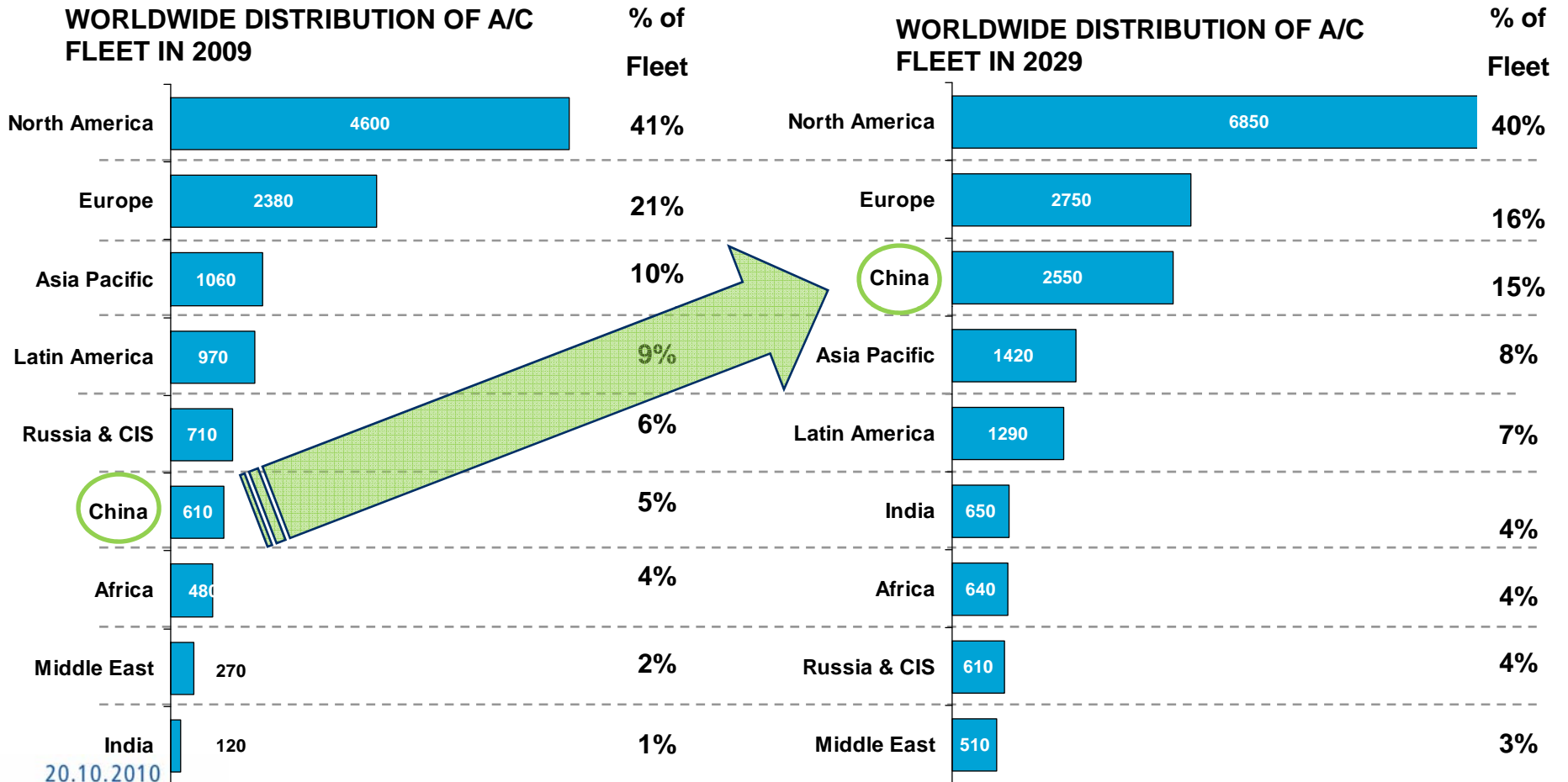
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Geographic distribution of fleet



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Thank you!



Q400 and Q400 NextGen



CRJ700 NextGen



CRJ900 NextGen



CRJ1000 NextGen

steven.davis-mendelow@aero.bombardier.com



CSeries CS100/CS300



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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 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 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 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.

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All amounts are expressed in U.S. dollars unless otherwise indicated.

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