



FINANCIAL RESULTS FOR THE FIRST QUARTER 2016

Stakeholder presentation

April 28, 2016

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Caution Regarding Forward-Looking Statements

This presentation includes forward-looking statements, which may involve, but are not limited to: statements with respect to the Corporation's objectives, guidance, targets, goals, priorities, market 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; competitive position; the expected impact of the legislative and regulatory environment and legal proceedings on the Corporation's business and operations; available liquidities and ongoing review of strategic and financial alternatives; the completion of the investment by the Government of Québec in the C Series aircraft program (the C Series Investment) and the use of proceeds therefrom; the effects of the C Series Investment and of the private placement of a minority stake in Transportation to the CDPQ (the CDPQ Investment and, with the C Series Investment, the Investments) on the range of options available to us, including regarding the Corporation's participation in future industry consolidation; the capital and governance structure of the Transportation segment following the CDPQ Investment, and of the Commercial Aircraft segment following the C Series Investment; the impact and expected benefits of the Investments on the Corporation's operations, infrastructure, opportunities, financial condition, access to capital and overall strategy; and the impact of the sale of equity on the Corporation's balance sheet and liquidity position. The implementation of the Share Consolidation is subject to a number of conditions, including but not limited to, Toronto Stock Exchange approval and shareholder approval, and subject to the Board of Directors' authority, notwithstanding approval of the Share Consolidation by shareholders, to determine in its discretion not to proceed with the Share Consolidation, without further approval or action by, or prior notice to, shareholders. There can be no assurance that the Share Consolidation will be implemented as proposed or at all, or as to the timing thereof, or that the Share Consolidation will result in the contemplated initial post-consolidation share price of Class A Shares or Class B Subordinate Voting Shares.

Forward-looking statements can generally be identified by the use of forward-looking terminology such as "may", "will", "expect", "intend", "anticipate", "plan", "foresee", "believe", "continue", "maintain" or "align", the negative of these terms, variations of them or similar terminology. By their nature, forward-looking statements require management to make assumptions and are subject to important known and unknown risks and uncertainties, which may cause actual results in future periods to differ materially from forecast results. While management considers their assumptions to be reasonable and appropriate based on information currently available, there is risk that they may not be accurate.

Certain factors that could cause actual results to differ materially from those anticipated in the forward-looking statements include, but are not limited to, risks associated with general economic conditions, risks associated with the Corporation's business environment (such as risks associated with the financial condition of the airline industry, of business aircraft customers, and of the rail industry; trade policy; increased competition; political instability and force majeure), operational risks (such as risks related to developing new products and services; development of new business; the certification and homologation of products and services; fixed-price commitments and production and project execution; pressures on cash flows based on project-cycle fluctuations and seasonality; the Corporation's ability to successfully implement the Corporation's strategy and transformation plan; doing business with partners; product performance warranty and casualty claim losses; regulatory and legal proceedings; the environment; dependence on certain customers and suppliers; human resources; reliance on information systems; reliance on and protection of intellectual property rights; and adequacy of insurance coverage), financing risks (such as risks related to liquidity and access to capital markets; retirement benefit plan risk; exposure to credit risk; existing debt and interest payment requirements; certain restrictive debt covenants; financing support provided for the benefit of certain customers; and reliance on government support), market risks (such as risks related to foreign currency fluctuations; changing interest rates; decreases in residual values; increases in commodity prices; and inflation rate fluctuations). For more details, see the Risks and uncertainties section in Other in the Management's Discussion and Analysis (MD&A) of the Corporation's financial report for the fiscal year ended December 31, 2015. Certain important assumptions by management in making forward-looking statements include, but are not limited to: that ongoing due diligence investigations by the Government of Québec will not identify any materially adverse facts or circumstances; and the satisfaction of all conditions to the completion of the C Series Investment, including the receipt of any required third party, regulatory and other approvals. For additional information with respect to the assumptions underlying the forward-looking statements made in this presentation, refer to the Guidance and forward-looking statements sections in the MD&A of the Corporation's financial report for the fiscal year ended December 31, 2015. There can be no assurance that the C Series Investment will be undertaken or completed in whole or in part, or of the timing, size and proceeds of any such transaction, which will depend on a number of factors.

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 management's 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. The forward-looking statements contained in this presentation are expressly qualified by this cautionary statement.

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

This presentation should be read in conjunction with our Quarterly Report for Q1 2016.

This presentation contains both IFRS and non-GAAP measures. Non-GAAP measures are defined and reconciled to the most comparable IFRS measures in our MD&A. See Caution regarding Non-GAAP measures at the end of this presentation.

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FINANCIAL RESULTS FOR THE FIRST QUARTER 2016



Alain Bellemare
President & Chief Executive Officer
Bombardier Inc.



Turnaround plan is gaining traction

TRANSITIONING TO REBUILDING EARNING POWER AND CASH FLOW

Q1 executed
on plan

C Series orders



Strong **1.3x**
book-to-bill in
Business Aircraft

Decisive actions
leading to margin
improvement

Closed **\$1.5B**
CDPQ investment

Cash discipline &
strong liquidity at
\$5.4B¹

Focused on
productivity
and restructuring

De-Risk

Re-Build

De-Lever

Segmented Results – Q1 2016 Revenues

BT



BBA



BCA



BAES



\$3.9B
Total Revenues

\$1.9B

- Currency translation effect
- Revenue recognition timing under long-term contract accounting

\$1.3B
31 Deliveries

- New production rates
- *Challenger* and *Global* leading the way

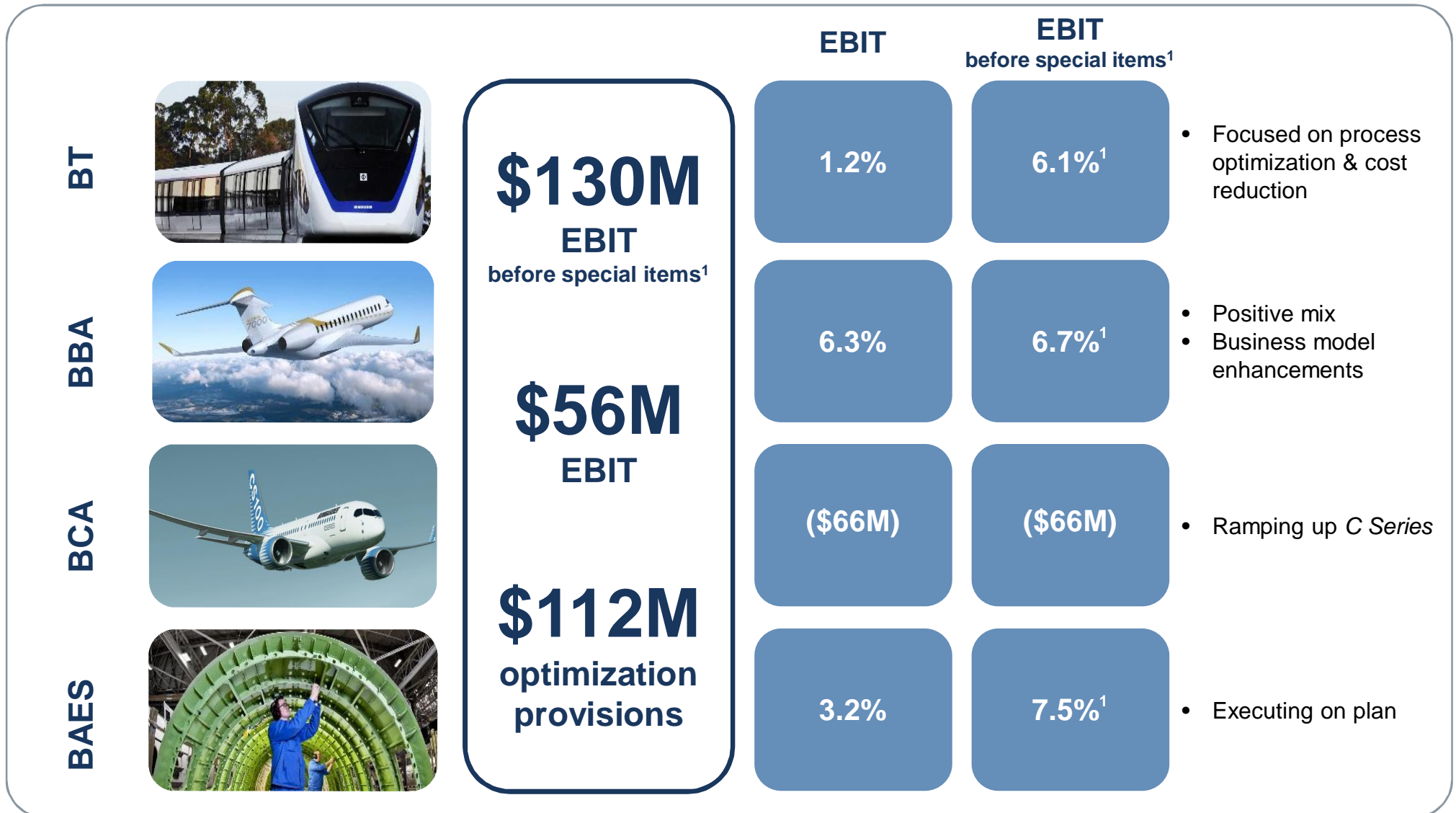
\$616M
20 Deliveries

- Preparing *C Series* growth

\$468M

- Increasing internal activity

Segmented Results – Q1 2016 EBIT



Free Cash Flow and Liquidity – Q1 2016

CFO¹

(\$456M)

Free Cash
Flow²

(\$750M)

~\$350M to fund **GROWTH**

- *C Series*; ~\$200M
- BBA development cost – mainly on *Global 7000/8000*; \$153M

Liquidity²

\$5.4B

- **\$3.4B**; Cash and cash equivalents
- **\$1.0B**; Funding from the Government of Québec
- **\$1.1B**; Available revolving credit facilities (extended)

1. CFO defined as cash flows from operating activities.

2. See Caution regarding Non-GAAP measures at the end of this presentation. Refer to reconciliation to the most comparable IFRS measure in appendix.

3. Pro forma liquidity of \$5.4 billion reflects the revisions to our revolving credit facilities effective in April 2016 and the expected gross proceeds of the investment from the Government of Québec in the C Series aircraft program.

Note: Numbers may not add-up due to rounding.

Confidence in 2016 Guidance¹

Transition Year - Focused on Accelerating Operational Performance

Revenues

**\$16.5B
to
\$17.5B**

EBIT²

**\$200M
to
\$400M**

FCF³

**(\$1.3B)
to
(\$1.0B)**

1. See Caution regarding Forward-Looking Statements at the beginning of this presentation for details on guidance and the assumptions on which it is based.
2. EBIT before special items. See Caution regarding Non-GAAP measures at the end of this presentation.
3. See Caution regarding Non-GAAP measures at the end of this presentation. Refer to reconciliation to the most comparable IFRS measure in appendix.

Q&A

Appendix

Reconciliation of Non-GAAP Measures

	Three-month periods ended March 31	
	2016	2015
Reconciliation of segment to consolidated results		
Revenues		
Business Aircraft	\$ 1,303	\$ 1,537
Commercial Aircraft	616	673
Aerostructures and Engineering Services	468	471
Transportation	1,880	2,041
Corporate and eliminations	(353)	(325)
	\$ 3,914	\$ 4,397
EBIT before special items⁽¹⁾		
Business Aircraft	\$ 87	\$ 107
Commercial Aircraft	(66)	(10)
Aerostructures and Engineering Services	35	41
Transportation	115	118
Corporate and eliminations	(41)	(19)
	\$ 130	\$ 237
Special Items		
Business Aircraft	\$ 5	\$ 11
Commercial Aircraft	—	(1)
Aerostructures and Engineering Services	20	(1)
Transportation	92	—
Corporate and eliminations	(43)	—
	\$ 74	\$ 9
EBIT		
Business Aircraft	\$ 82	\$ 96
Commercial Aircraft	(66)	(9)
Aerostructures and Engineering Services	15	42
Transportation	23	118
Corporate and eliminations	2	(19)
	\$ 56	\$ 228

⁽¹⁾ Non-GAAP measure. Refer to the Non-GAAP Measures section for a definition of this metric and each reporting segment's Analysis of results section of our MD&A for reconciliations to the most comparable IFRS measure.

Reconciliation of Non-GAAP Measures

Free cash flow usage⁽¹⁾

	Three-month periods ended March 31	
	2016	2015
Net income (loss)	\$ (138)	\$ 100
Non-cash items		
Amortization	89	108
Deferred income taxes	(4)	12
Share of income of joint ventures and associates	(14)	(16)
Loss on repurchase of long-term debt	—	22
Other	(4)	1
Dividends received from joint ventures and associates	46	4
Net change in non-cash balances	(431)	(597)
Cash flows from operating activities	(456)	(366)
Net additions to PP&E and intangible assets	(294)	(379)
Free cash flow usage⁽¹⁾	(750)	(745)
Net interest and income taxes paid	(203)	(105)
Free cash flow usage before net interest and income taxes paid⁽¹⁾	\$ (547)	\$ (640)

⁽¹⁾ Non-GAAP measure. Refer to the Non-GAAP measures section for a definition of these metrics.

Available short-term capital resources

	Pro forma liquidity ⁽¹⁾	March 31, 2016	December 31, 2015
Cash and cash equivalents	\$ 3,359	\$ 3,359	\$ 2,720
Available revolving credit facilities	1,088	1,316	1,294
Expected gross proceeds of the investment from the Government of Québec in the C Series aircraft program	1,000	—	—
Available short-term capital resources	\$ 5,447	\$ 4,675	\$ 4,014

⁽¹⁾ Our pro forma liquidity of \$5.4 billion reflects the revisions to our revolving credit facilities effective in April 2016 and the closing of the investment from the Government of Québec in the C Series aircraft program expected in the second quarter of 2016.

AIRCRAFT PROGRAM DISCLAIMER

The *C Series* family of aircraft and *Global 7000* and *Global 8000* aircraft programs are currently in development, and as such are subject to changes in family strategy, branding, capacity, performance, design and/or systems. All specifications and data are approximate, may change without notice and are subject to certain operating rules, assumptions and other conditions. This document does not constitute an offer, commitment, representation, guarantee or warranty of any kind.

CAUTION REGARDING NON-GAAP MEASURES

This presentation is based on reported earnings in accordance with International Financial Reporting Standards (IFRS). Reference to generally accepted accounting principles (GAAP) means IFRS, unless indicated otherwise. This presentation is also based on non-GAAP financial measures including, EBIT and EBIT margin before special items and free cash flow. These non-GAAP measures are mainly derived from the interim consolidated financial statements but do not have standardized meanings prescribed by IFRS; therefore, others using these terms may define them differently. Management believes that providing certain non-GAAP performance measures, in addition to IFRS measures, provides users of our interim financial report with enhanced understanding of our results and related trends and increases the transparency and clarity of the core results of our business. Refer to the Non-GAAP financial measures and Liquidity and capital resources sections in Overview and each reporting segments' Analysis of results sections in the Corporation's MD&A for definitions of these metrics and reconciliations to the most comparable IFRS measures.

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