



FINANCIAL RESULTS
FOR THE FOURTH
QUARTER AND FISCAL
YEAR ENDED
DECEMBER 31, 2014

Presentation to investors,
financial analysts and media

February 12, 2015

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; and the expected impact of the legislative and regulatory environment and legal proceedings on the Corporation's business and operations. Forward-looking statements generally can 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 those forecasted. While management considers these assumptions to be reasonable and appropriate based on information currently available, there is 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 Guidance and forward-looking statements sections in BA and in BT of the Dec. 31, 2014 MD&A.

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 the Corporation's business environment (such as risks associated with the financial condition of the airline industry and major rail operators), operational risks (such as risks related to developing new products and services; 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; fixed-price commitments and production and project execution), financing risks (such as risks related to liquidity and access to capital markets, exposure to credit risk, certain restrictive debt covenants, financing support provided for the benefit of certain customers and reliance on government support) and market risks (such as risks related to foreign currency fluctuations, changing interest rates, decreases in residual values and increases in commodity prices). For more details, see the Risks and uncertainties section in Other of the Dec. 31, 2014 MD&A. 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 report 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.

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

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

We have reached significant milestones in our development programs



Global 7000/8000

- The assembly of the *Global 7000* first flight test vehicle (FTV) is progressing well



CSeries

- The *CSeries* flight test program has logged close to 1,000 flight hours and the performance of the aircraft is meeting or exceeding our expectations¹
- The first FTV for the *CS300* aircraft has joined the flight test program and should accomplish its inaugural flight by the end of the first quarter



ZEFIRO 380

- After completing the mandatory 600,000 km test run, the *ZEFIRO 380* very high speed train has been homologated and the first deliveries are expected to occur in the next few weeks

Note: See the Guidance and forward looking statements sections in Overview, Aerospace and Transportation of the Dec. 31, 2014 MD&A for details regarding forward-looking statements and the assumptions on which they are based

Highlights of 2014 results

REVENUES

\$20.1B

**ADJUSTED
EPS¹**

\$0.35

- Revenues of \$20.1 billion, an increase of 11% over 2013
- EBIT before special items of \$923 million, compared with \$893 million in 2013
- Adjusted net income¹ of \$648 million, compared with \$608 million in 2013
- Free cash flow usage¹ of \$1.1 billion, compared to a usage of \$907 million in 2013
- Available short-term capital resources of \$3.8 billion²
- Order backlog of \$69.1 billion²

Segmented results

Three-month periods ended December 31

Fiscal years ended December 31

(in millions of dollars)	2014		2013		2014		2013	
Revenues								
Aerospace	3,326		2,873		10,499		9,385	
Transportation	2,634		2,451		9,612		8,766	
Total – Revenues	5,960		5,324		20,111		18,151	
EBIT before special items ¹								
Aerospace	54	1.6%	94	3.3%	437	4.2%	388	4.1%
Transportation	102	3.9%	92	3.8%	486	5.1%	505	5.8%
Total – EBIT before special items¹	156	2.6%	186	3.5%	923	4.6%	893	4.9%
EBIT								
Aerospace	(1,303)	(39.2)%	93	3.2%	(995)	(9.5)%	418	4.5%
Transportation	102	3.9%	92	3.8%	429	4.5%	505	5.8%
Total – EBIT	(1,201)	(20.2)%	185	3.5%	(566)	(2.8)%	923	5.1%

¹ See Caution regarding Non-GAAP measures at the end of this presentation

Financial results overview

(in millions of dollars, except per share amounts)	Three-month periods ended December 31		Fiscal years ended December 31	
	2014	2013	2014	2013
Revenues	5,960	5,324	20,111	18,151
EBIT before special items ¹	156	186	923	893
Special items	1,357	1	1,489	(30)
EBIT	(1,201)	185	(566)	923
Net financing expense	48	45	174	152
EBT	(1,249)	140	(740)	771
Income taxes	341	43	506	199
Net income (loss)	(1,590)	97	(1,246)	572
Diluted EPS	(0.92)	0.05	(0.74)	0.31
Adjusted net income¹	83	129	648	608
Adjusted EPS¹	0.04	0.07	0.35	0.33

¹ See Caution regarding Non-GAAP measures at the end of this presentation

Free cash flow

Three-month periods ended December 31

Fiscal years ended December 31

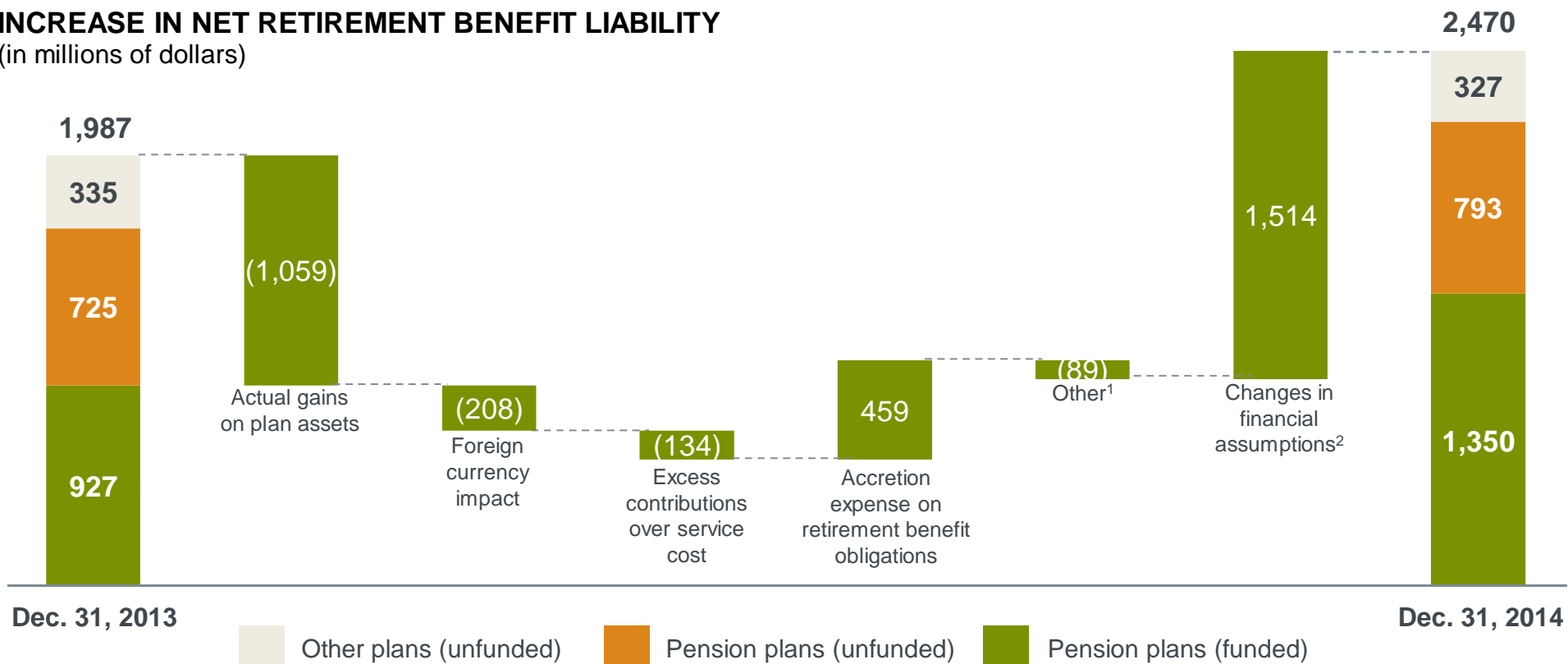
(in millions of dollars)	2014	2013	2014	2013
Aerospace				
Cash flows from operating activities	478	678	798	974
Net additions to PPE & intangible assets	(449)	(591)	(1,857)	(2,213)
Total Aerospace	29	87	(1,059)	(1,239)
Transportation	506	767	122	668
Interest and taxes	55	(83)	(180)	(336)
Free cash flow (usage)¹	590	771	(1,117)	(907)

As at December 31	2014	2013
Cash and cash equivalents	2,489	3,397
Total liquidity	3,846	4,837

Strong actual gains on plan assets offset by lower discount rates

INCREASE IN NET RETIREMENT BENEFIT LIABILITY

(in millions of dollars)



(For fiscal years, in millions of dollars)	2015 <i>Expected</i>	2014	2013
Cost of DB plans	416	330	409
Cost of DC plans	91	90	87
Total retirement benefit cost	507	420	496
Retirement benefit contributions	428	476	568

1 Others is mainly comprised of changes in other actuarial assumptions

2 Mainly comprised of changes in discount rates

Guidance for 2015 ¹

	Profitability	Liquidity	Deliveries / Growth and order intake
Business Aircraft	EBIT margin of approximately 7%, an improvement of approx. 1% compared to 2014	Cash flow from operating activities (CFOA): between \$1.0 billion and \$1.4 billion CAPEX: approx. \$1.0B	Approximately 210 deliveries
Commercial Aircraft	Negative EBIT of approximately \$200 million ²	Neutral CFOA CAPEX: approx. \$900 million	Approximately 80 deliveries
Aerostructures and Engineering Services	EBIT margin of approximately 4%	Neutral CFOA CAPEX: approx. \$100 million	Revenues of approximately \$1.8 billion, mainly from internal contracts
Transportation	Slight improvement in EBIT margin compared to 2014	Improvement in free cash flow ³ compared to 2014, but expected to remain below EBIT	Revenue growth in the low-single digits (excl. Fx) Book-to-bill ratio ⁴ > 1.0

1 See the Guidance and forward looking statements sections in Overview, Aerospace and Transportation of the Dec. 31, 2014 MD&A for details regarding forward-looking statements and the assumptions on which they are based

2 Includes the dilutive impact of the C Series program including the write-down of inventory to net realizable value. Early production units in a new program incur higher costs and generally have lower selling prices than units produced later in the program's life cycle

3 See the Non-GAAP financial measures section for a definition of this metric

4 Defined as new orders over revenues

Financing Plan

On February 12th, 2015, along with the release of its Q4 results, Bombardier Inc. (“Bombardier”, or the “Corporation”), announced that it is taking the initiative to launch a financing plan designed to position the Corporation with a flexible and strong financial profile

Balance Sheet

- Intend to raise approximately \$600 million in new equity – depending on market conditions
- Intend to raise up to \$1.5 billion in new debt capital – depending on market conditions
- Corporation has filed a preliminary short form base shelf prospectus

Dividends

- Suspension of dividends on Class A and Class B shares

Strategic Initiatives

- Will explore other initiatives such as certain business activities’ potential participation in industry consolidation in order to reduce debt

Our strong growth story is taking shape

- Our exciting new products in development, combined with our existing portfolio, will take us into promising new markets
- We are putting in place the right conditions to deliver profitable growth
- Our backlog of \$69.1 billion as at December 31, 2014 includes more than three years of manufacturing revenues and offers us a strong base from which to execute



AIRCRAFT PROGRAM DISCLAIMER

The Challenger 650 aircraft, Global 7000 and Global 8000 aircraft, and CSeries programs are currently in development, and as such are subject to changes in family strategy, branding, capacity, performance, design and/or systems. All specification 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. The configuration and performance of the aircraft may differ from the descriptions and photos provided and, together with any related commitment, representations, guarantee or warranty, shall be determined in a final purchase agreement.

CAUTION REGARDING NON-GAAP FINANCIAL 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 before special items, adjusted net income, adjusted earnings per share and free cash flow. These non-GAAP measures are mainly derived from the interim consolidated financial statements, but do not have a standardized meaning prescribed by IFRS; therefore, others using these terms may calculate them differently. Management believes that providing certain non-GAAP performance measures, in addition to IFRS measures, provides users of our financial reports with enhanced understanding of our results and related trends and increases transparency and clarity into the core results of our business. Refer to the Non-GAAP financial measures and Liquidity and capital resources sections in Overview and Analysis of results sections in Aerospace and Transportation in the Corporation's MD&A for the fiscal year ended December 31, 2014 for definitions of these metrics and reconciliations to the most comparable IFRS measures.

This presentation does not constitute an offer to sell or the solicitation of an offer to buy securities in any jurisdiction. The securities mentioned herein have not been and will not be registered under the U.S. Securities Act of 1933, as amended, and may not be offered or sold in the United States absent registration or an applicable exemption from registration requirements.

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