

Consistent Growth In The U.S. Regional Market

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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”, “estimate”, “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 amounts are expressed in U.S. dollars unless otherwise stated.

Executive Summary

- **Bombardier forecasts growth in the 20-149 seat markets with a strong shift to larger capacity aircraft**
- **U.S. Regional airlines continue their growth while maintaining consistent profitability**
- **Recent growth trends are expected to continue with a focus on large RJs and Turboprops with new potential products on the horizon**

Bombardier Aerospace Forecasts a Strong Market for 20-149 Seat Aircraft Deliveries



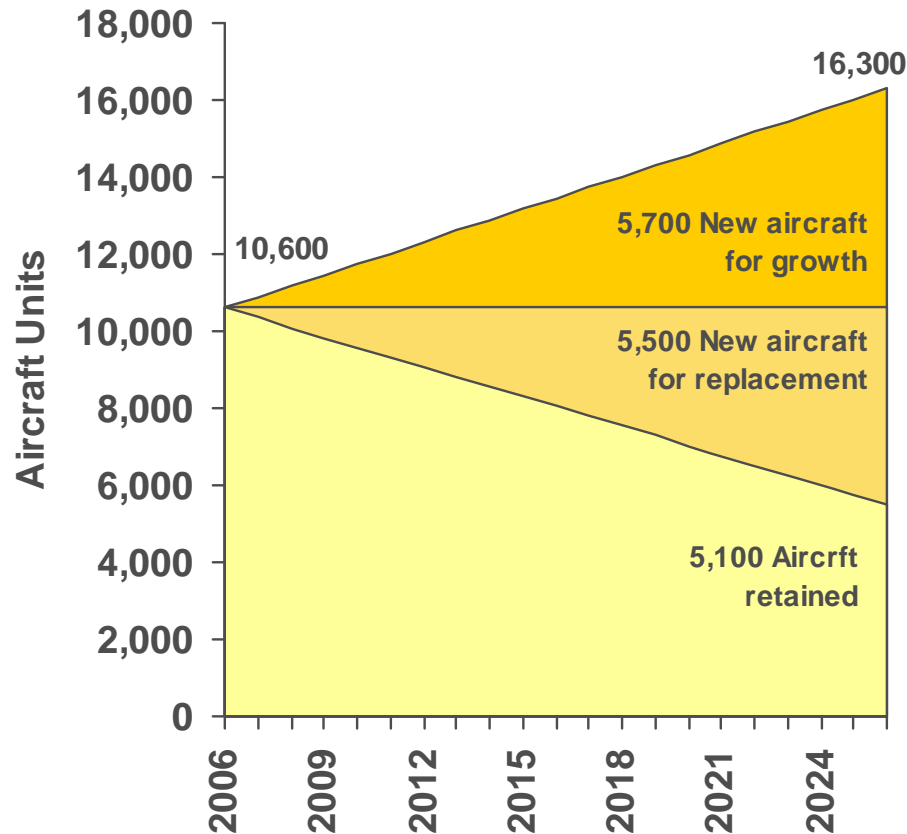
Fleet Growth Forecast

2006-2026, 20-149 seat Aircraft

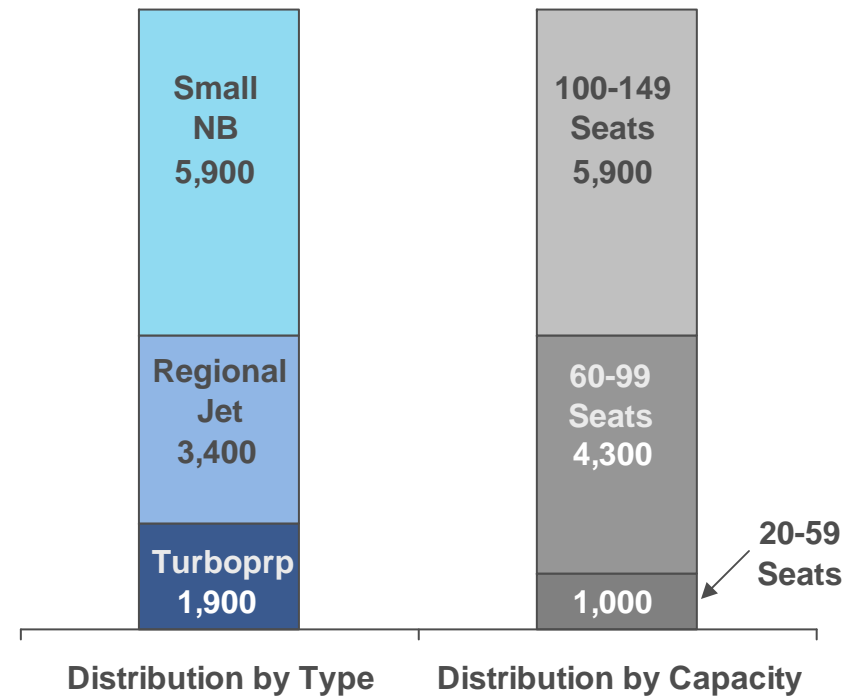
Seat Category	2006 Fleet	Deliveries	Retired Aircraft	2026 Fleet
20 to 59-Seats	3,500	1,000	1,600	2,900
60 to 99-Seats	1,700	4,300	1,000	5,000
100 to 149-Seats	5,400	5,900	2,900	8,400
All Segment Total	10,600	11,200	5,500	16,300

The Market Forecast Shows a Clear Shift to Larger Capacity Aircraft Types

Bombardier Commercial Aircraft Market Forecast
20-149 Seat Segments



Delivery Demand by Aircraft Type and Seating Capacity
Total = 11,200 Units



Current Market Trends In Line With Long-term Forecasts

Scheduled Seat Growth by Segment

Total Scheduled Seats (Millions) 20 to 99-seat aircraft

Seat Segment	2006	2007	Change
20-39 Seats	72.1	67.2	-6.7%
40-59 Seats	229.5	232.7	1.4%
60-79 Seats	108.0	118.9	10.1%
80-99 Seats	46.5	52.5	12.9%
20-99 Seat Totals	456.0	471.3	3.3%

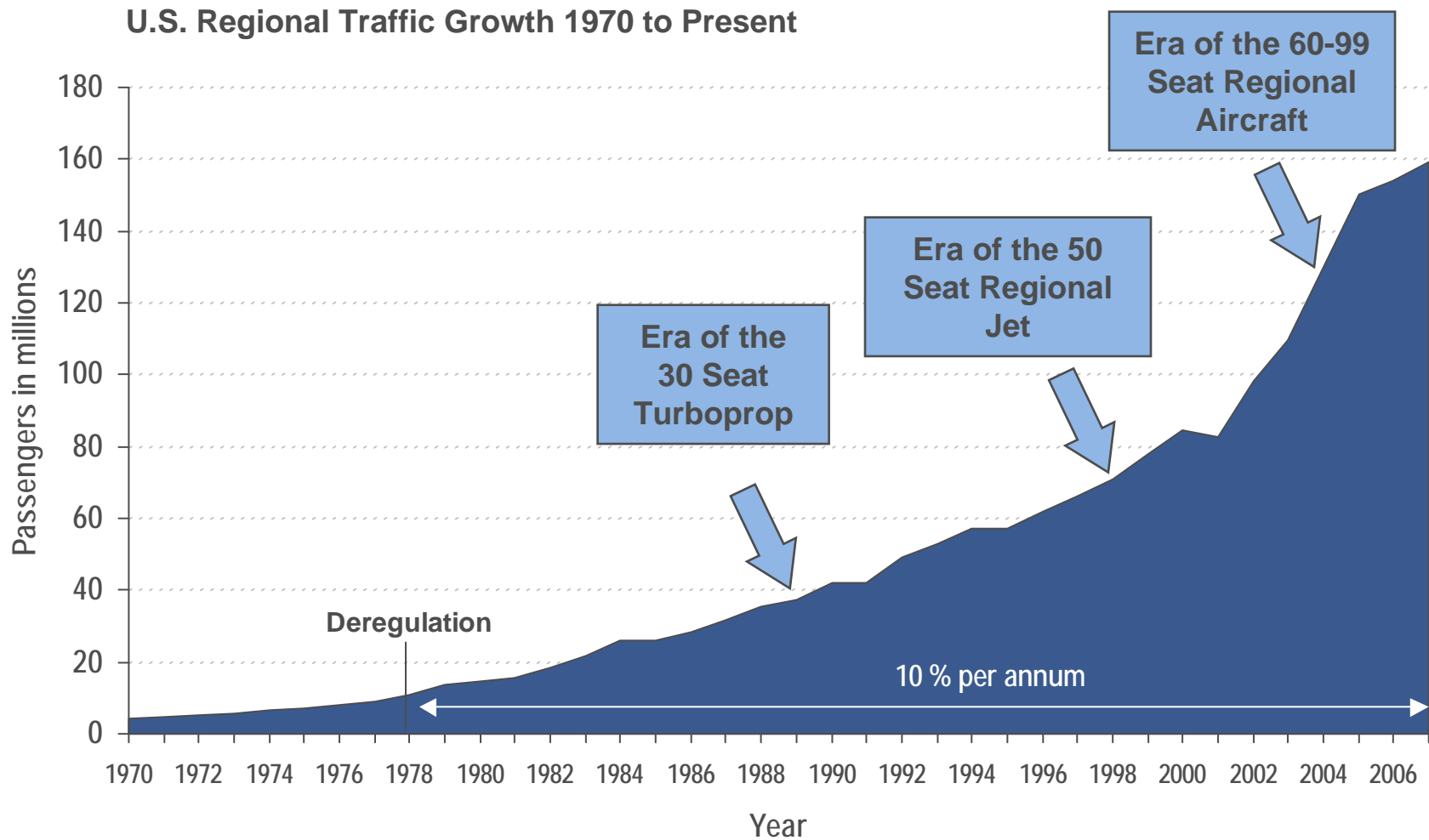
Regional Airline Growth by Region

Scheduled Domestic Seats (Millions), 20 to 99-seat aircraft

Region	2006	2007	Change
North America	229.6	237.3	3.3%
Europe	134.3	137.3	2.2%
Asia-Pacific	32.4	33.1	2.2%
India	6.2	6.4	3.8%
China	5.6	5.8	1.9%
Latin America	23.8	25.0	4.7%
Africa	9.2	11.3	21.6%
Middle East	3.5	4.1	14.7%
World	444.9	460.2	3.5%

Recent orders for large regional aircraft will further increase growth in late 2008 and 2009

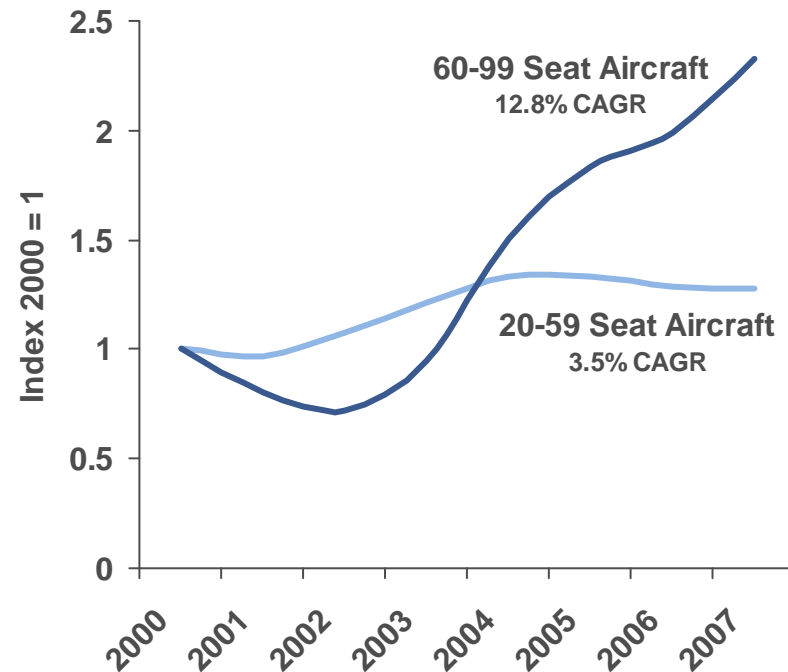
U.S. Regional Airline Traffic Growing By 10% Per Annum



North American Regional Growth Driven By Larger Capacity Regional Aircraft

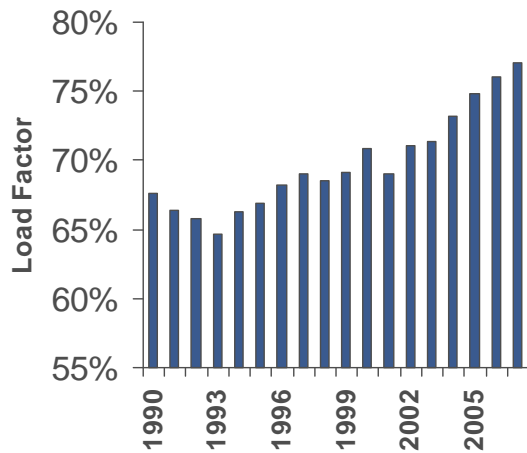
- **Strong growth with Large Regional Aircraft**
 - Driven by new regional aircraft types entering service beginning in 2003
 - Scope clause changes during the period (2003-2007)
 - Negative growth in 2001-2002 driven by retirement of older aircraft types (BAe146/Avro, F28, ATR72)
- **Stability in the 20-59 seat market**
 - Available seats remain within 5% of the peak year
 - 50-seat market remains stable since FLYi exit

North American Scheduled Available Seat Growth by Capacity Range



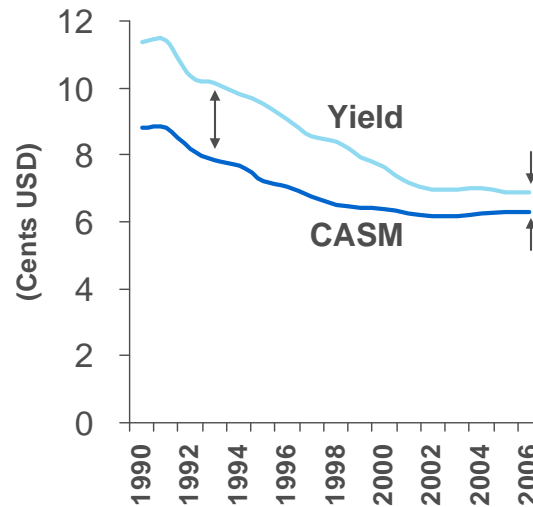
Yield, Cost and Load Factors Drive The Shift To Larger Capacity Aircraft

Worldwide Airline Load Factors



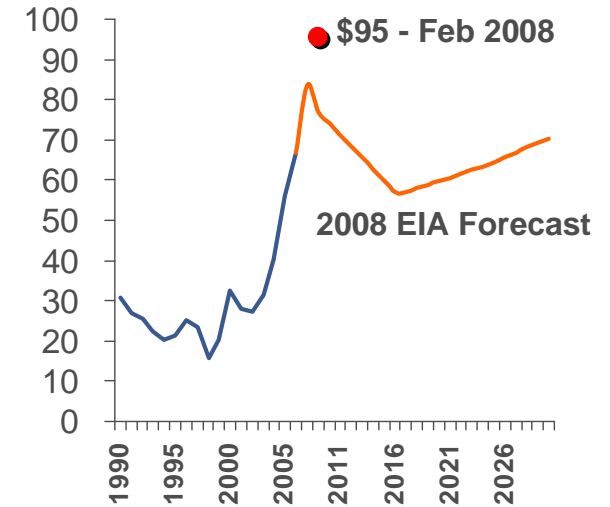
Record load factors in 2006

Yield/Unit Cost



Airline industry margins have been squeezed

Oil Prices

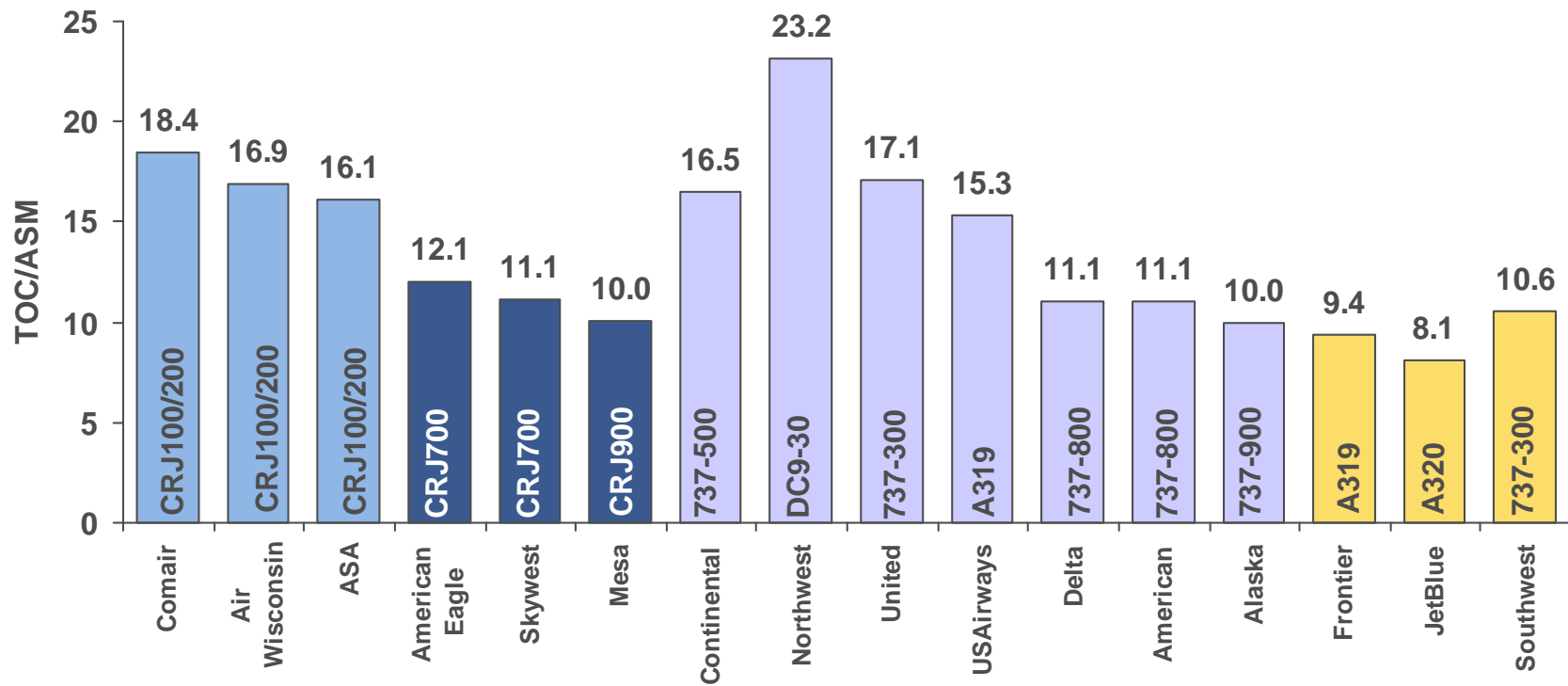


High fuel prices and low yields are driving capacity trends

As Low Cost Operators, Regional Airlines Continue To Deliver Value To Network And LFC Carriers Alike



Unit Cost Comparison
 USDOT Form 41 Reportings YE 3Q 2007

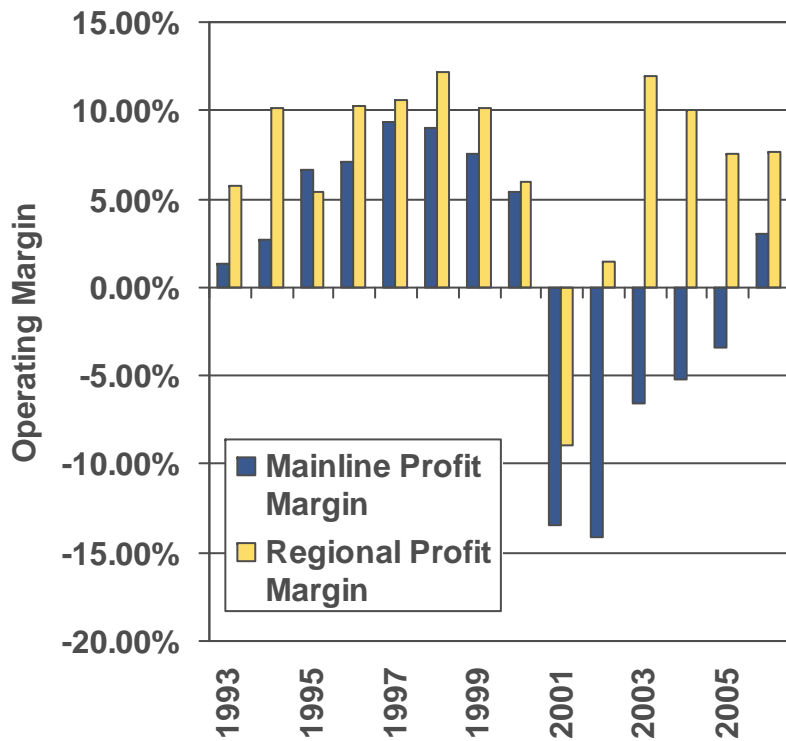


Source: Roach & Sbarra Unit Cost Analyzer

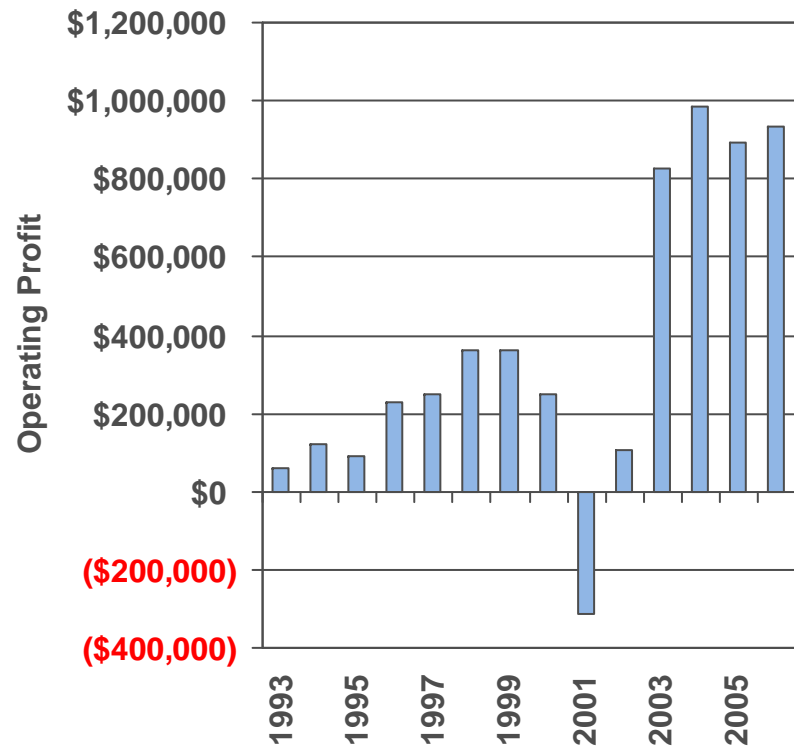


Regional Airline Profitability Trends Show Consistency

U.S. Mainline and Regional Airline Profit Margins
1993-2007



U.S. Regional Airline Operating Profits
1993-2007



Source: USDOT Form41

Looking Forward

- Continued growth in the 60-99 seat regional market
 - Consistency in the large regional market with US deliveries to Delta, GoJet, Mesa, Northwest and SkyWest
 - Turboprop market in North America growing with Alaska/Horizon, Continental/Colgan, Frontier/Lynx and Porter Airlines
 - Potential merger activity projected to have a positive affect on large regional jet orders
 - Financing ability of regional airlines bolstered by consistent profitability record



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Looking Forward

- Developing opportunities with pre-owned 50-seat regional jets
 - Growth in emerging markets like China, Mexico and Russia
 - Entry into service in 2007 of the CRJ200PF
 - Growing market for CRJ corporate shuttle conversions



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C Series... Now is the Future

Best in Class Cabin
Comfort and Flexibility

Advanced Flight Deck
FBW with Side Sticks

Al-Li / CFRP
Fuselage

Composite
Technology

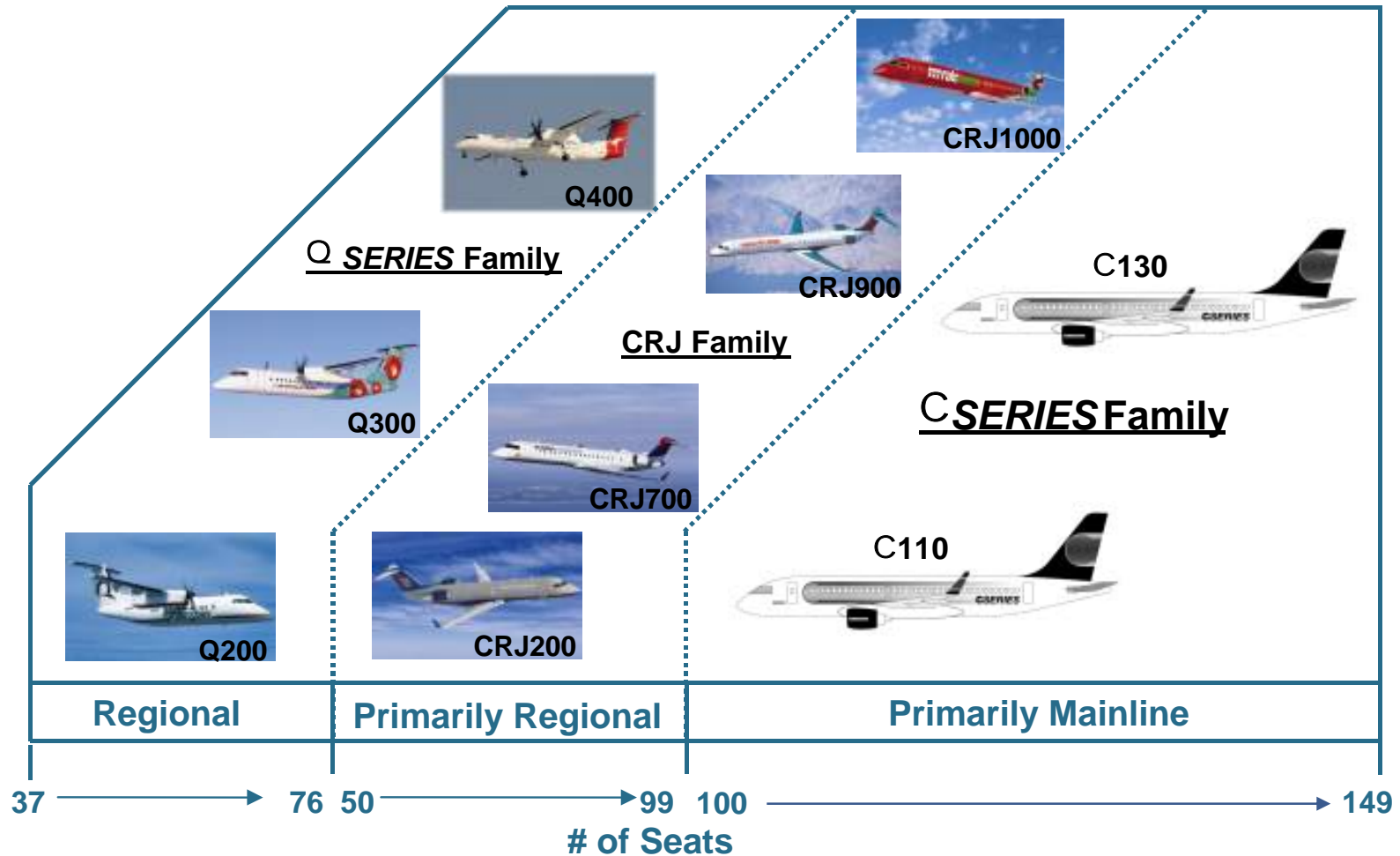
2013 Engine Technology

Superior Field
Performance &
Range Flexibility



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Bombardier's Current And Potential Product Portfolio Meets The Needs Of The 20-149 Seat Market



Thank You...

**We hope you
will join us
at our
reception
this
evening**



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Bombardier Aerospace**