

Aviation & Climate Change



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Market Development



FAA Forecast Conference

1 April 2008

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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” 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 Management’s Discussion and Analysis (“MD&A”) sections of the Corporation’s aerospace segment and the Corporation’s transportation segment in the Corporation’s annual report for fiscal year 2007-08.

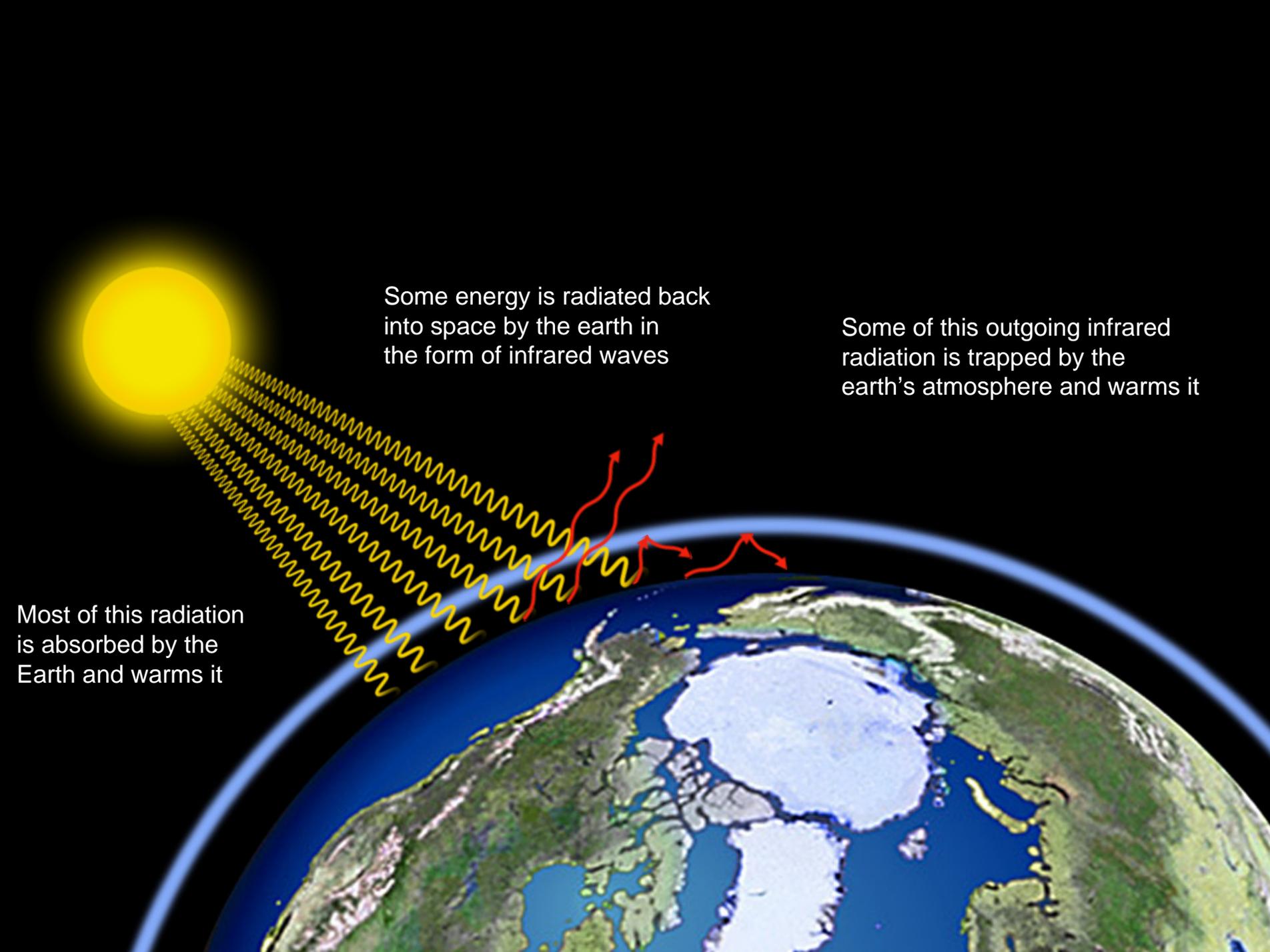
Certain factors that could cause actual results to differ materially from those anticipated in the forward-looking statements include risks associated with general economic conditions, risks associated with the Corporation’s business environment (such as the financial condition of the airline industry), operational risks (such as risks associated with doing business with partners, risks involved in developing new products and services, product performance warranty, casualty claim losses, risks from regulatory and legal proceedings, environmental risks, risks relating to the Corporation’s dependence on certain key customers and key suppliers, human resource risks and risks resulting from fixed-term commitments), financing risks (such as risks resulting from reliance on government support, risks relating to financing support provided on behalf of certain customers, risks relating to liquidity and access to capital markets, risks relating to the terms of certain restrictive debt covenants) and market risks (including foreign currency fluctuations, changing interest rate and commodity pricing risk). For more details, see the Risks and Uncertainties section of the MD&A of the Corporation’s annual report for fiscal year 2007-08. 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 the Corporation’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.

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

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Overview

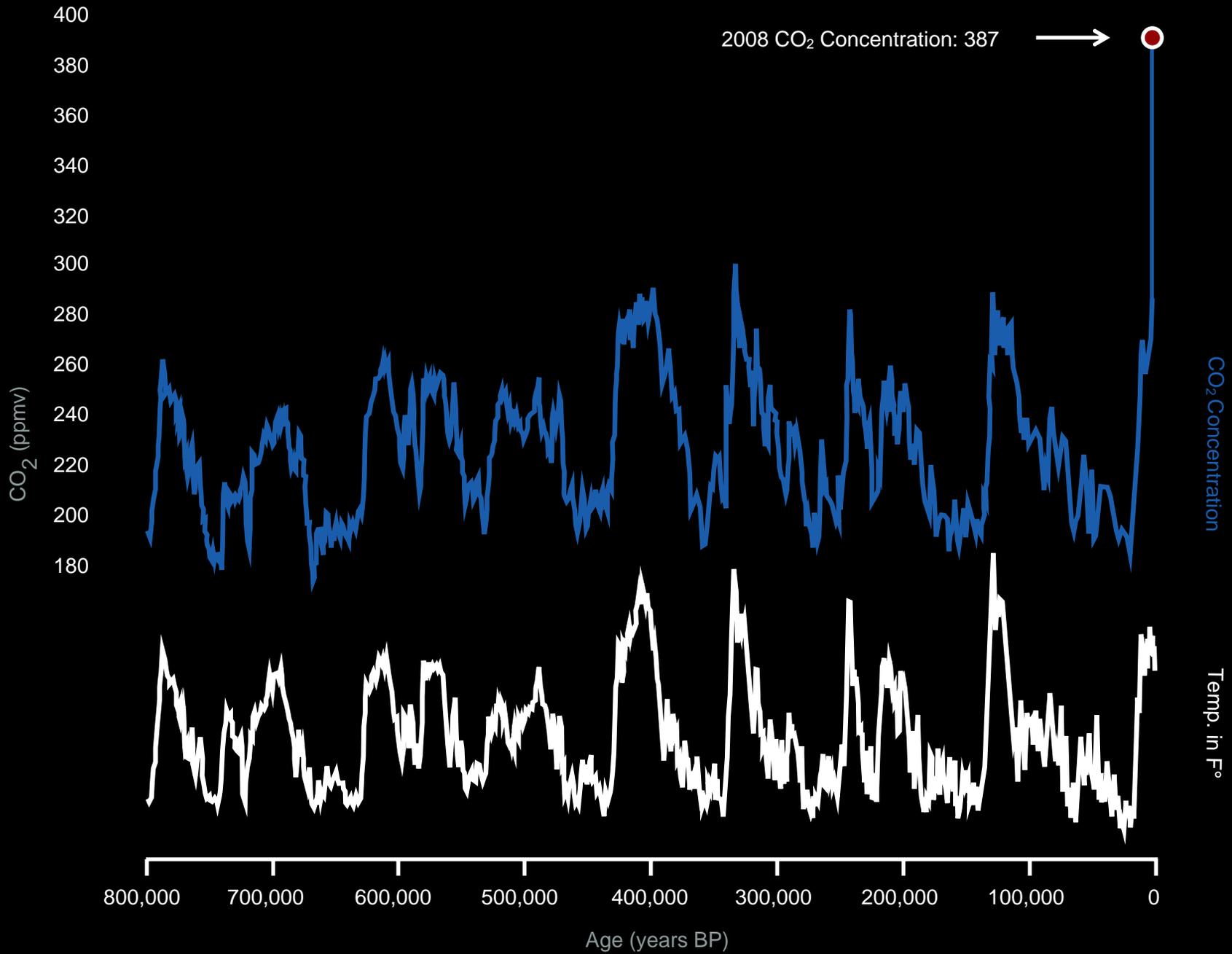
- Climate Change
 - Overview of the Science
- Aviation and Climate Change
- Bombardier Aerospace & Climate Change

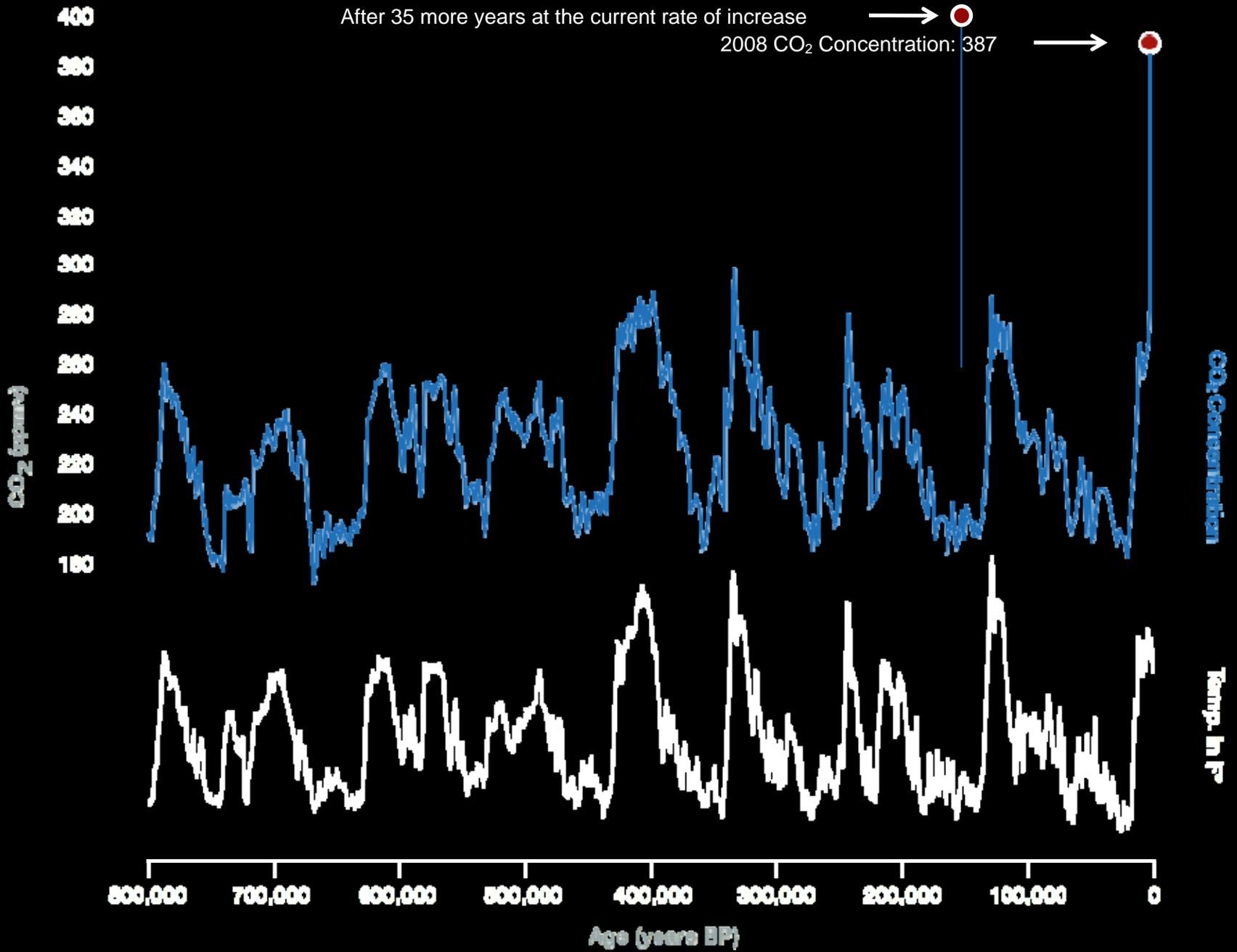


Some energy is radiated back into space by the earth in the form of infrared waves

Some of this outgoing infrared radiation is trapped by the earth's atmosphere and warms it

Most of this radiation is absorbed by the Earth and warms it





Greenland Seasonal Ice Melt



1979



1990



2007

Climate Change

- “We basically have three choices: mitigation, adaptation and suffering
- “We’re going to do some of each. The question is what the mix is going to be. The more mitigation we do, the less adaptation will be required and the less suffering there will be.”

John Holdren,
President of American Association for the Advancement of Science
30 Jan 2007, New York Times

Rising Tide of Environmental Concerns in Aviation

| Top 10 Market Forces | |
|------------------------|------------------------|
| Mega-Issues | Demanding Stakeholders |
| Climate Change | Green Consumers |
| Pollution & Health | Activist Shareholders |
| Globalization Backlash | Civil Society / NGOs |
| Energy Crunch | Government Regulators |
| Erosion of Trust | Financial Sectors |

**Sea Change
Of
Rising
Expectations**

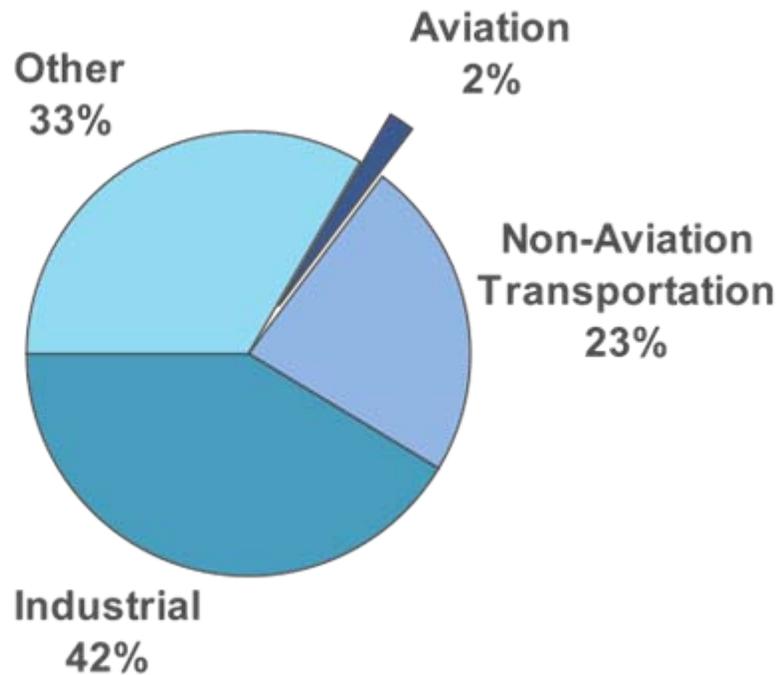


Climate Change & Aviation

Climate change impact is potentially the most serious long-term issue facing the aviation industry.

Aviation and the Environment,
Report to the US Congress **2004**

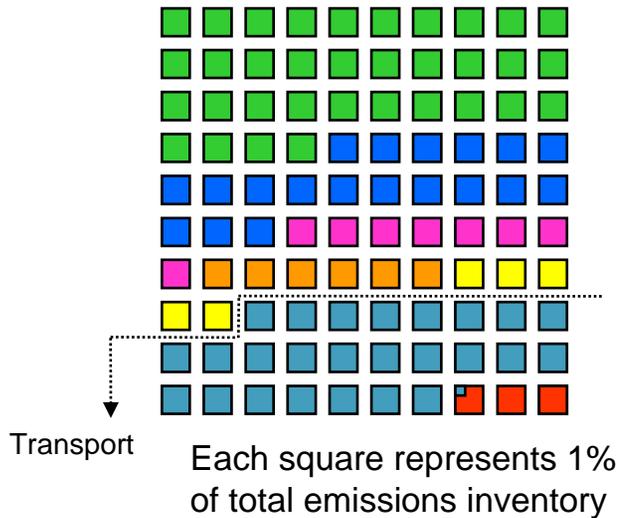
Aviation Accounts For 2% Of All GHG Emissions



Source US GAO; Centre for Sustainable Transportation, 2000, ATAG 2006

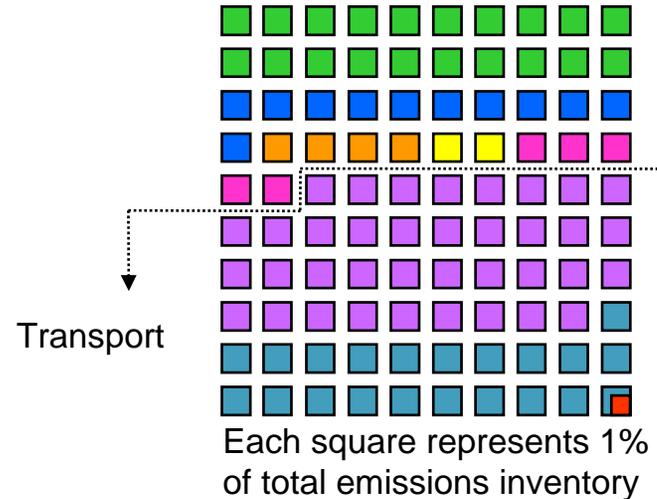
Aviation Greenhouse and Air Quality Emissions in Context

Greenhouse Gas Emissions



| Non-Transport | Transport |
|---|--|
| ■ Electric Utilities | ■ Transportation |
| ■ Industry | ■ Aviation |
| ■ Agriculture | |
| ■ Commercial | |
| ■ Residential | |

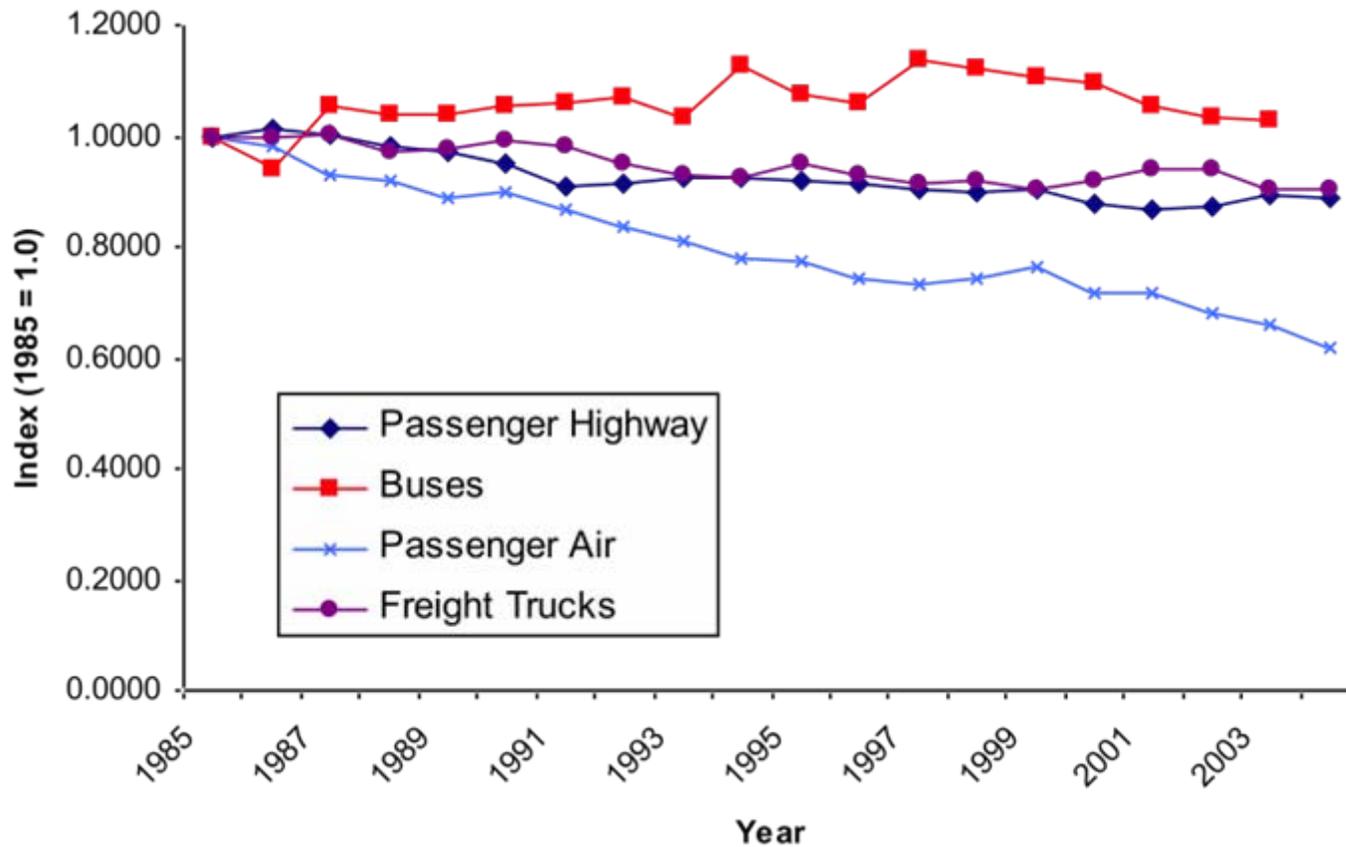
NO_x Emissions < 3000'



| Non-Transport | Transport |
|--|--|
| ■ Electric Utilities | ■ On-Road Vehicles |
| ■ Industry | ■ Non-Road Vehicles |
| ■ Commercial/Institutional | ■ Aviation |
| ■ Misc. area/point sources | |
| ■ Manufacturing | |

While all transportation makes up more than 58 percent of the total national NO_x inventory, aviation represents only about 0.5 percent.

Energy Efficiency Trends Comparison



Source: FAA & U.S. Department of Energy, U.S. Energy Intensity indicators. (intensityindicators.pnl.gov)

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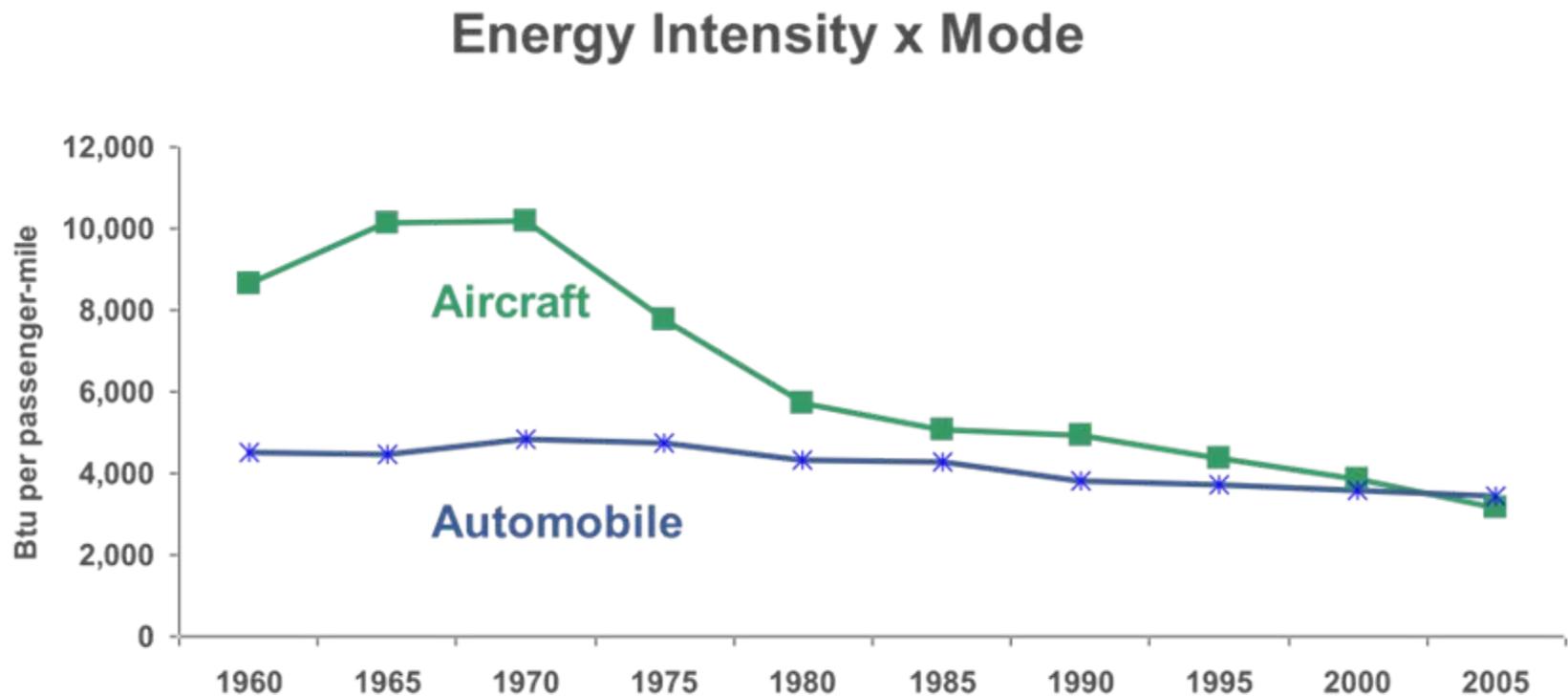
Environmental Solutions Already Exist

“Humanity **already** possesses the fundamental scientific, technical, and industrial know-how to solve the carbon and climate problems for the next half-century.”

Stephen Pacala and Robert Socolow,
Science, August 13, 2004



Fuel Efficiencies Of Aircraft Have Improved Significantly Over Time



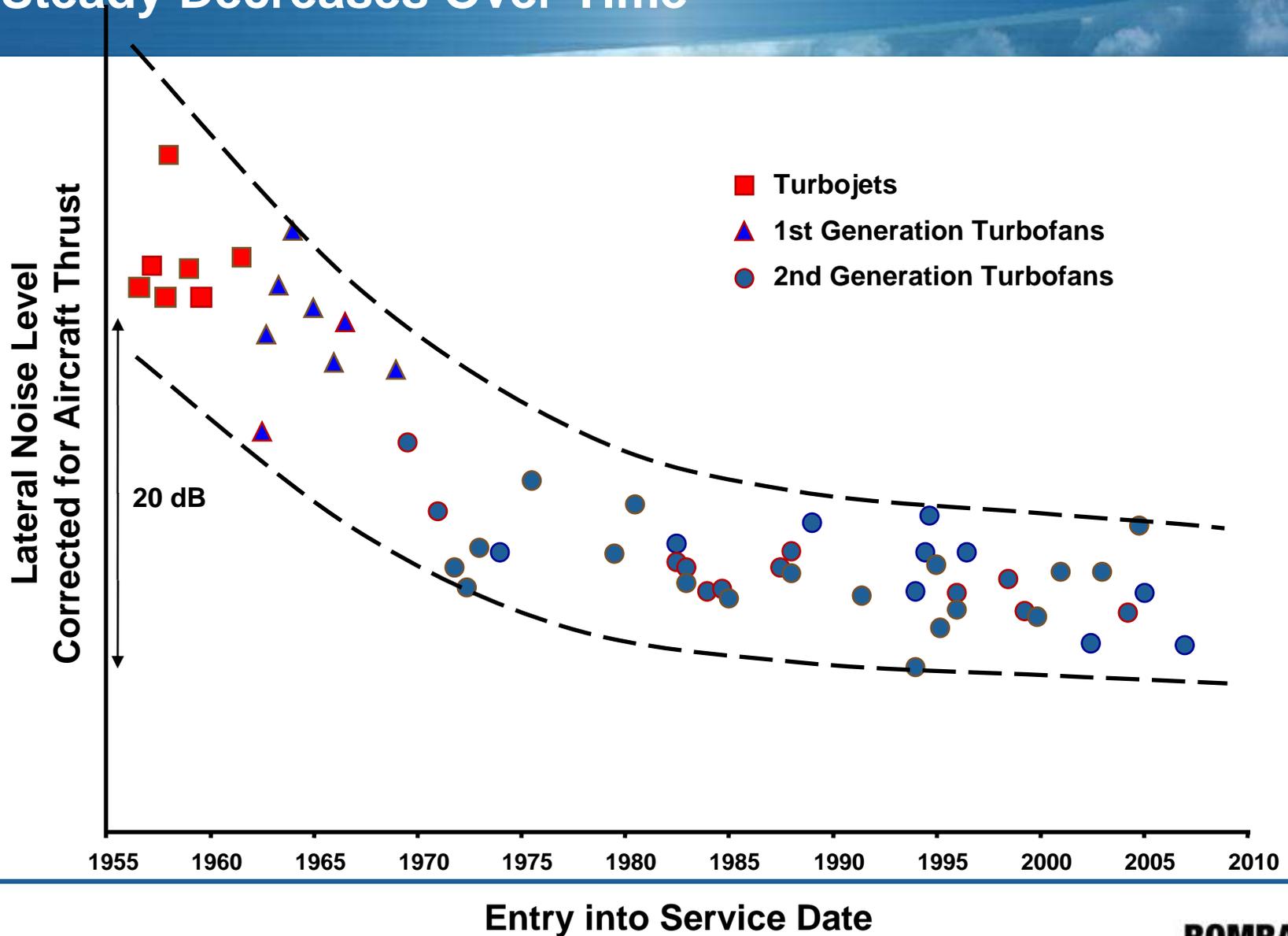
Source: Bureau of Transportation Statistics, 2008

http://www.bts.gov/publications/national_transportation_statistics/2007/index.html

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Engine And Aircraft Noise And Emissions Have Seen Steady Decreases Over Time





Aviation Industry Commitment to Action on Climate Change



Robert J. Aaronson
Robert J. Aaronson
Director General

James C. Cherry
James C. Cherry
Chairman



Alexander ter Kuile
Alexander ter Kuile
Secretary General

Ashley Smout
Ashley Smout
Chairman



Giovanni Bisignani
Giovanni Bisignani
Director General & CEO

Fernando Pinto
Fernando Pinto
Chairman



Marion C. Blakey
Marion C. Blakey
Chair

Takatoshi Hosoya
Takatoshi Hosoya
Vice-Chair



Thomas Enders
Thomas Enders
President & CEO



Scott Carson
Scott Carson
President & CEO



Steve Ridolfi
Steve Ridolfi
President
Regional Aircraft



Eric Bachelet
Eric Bachelet
CEO



Frederico Fleury Curado
Frederico Fleury Curado
President & CEO



Scott C. Donnelly
Scott C. Donnelly
President & CEO
GE Aviation



Stephen Finger
Stephen Finger
President



Mark King
Mark King
President
Civil Aerospace



Philippe Rochat
Philippe Rochat
Executive Director

Bombardier & Sustainability



**Every 3 seconds
a Bombardier aircraft takes off
or lands around the globe**

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Our Priority Is To Design The Most Fuel-efficient Aircraft With The Lowest Noise And Emissions In Their Category



Q400 NextGen



CRJ NextGen



C Series



-30-40%

CO₂ emissions

-35%

CO₂ emissions

-20%

CO₂ emissions



-30-40%

fuel consumption

-35%

fuel consumption

-20%

fuel consumption



15dB

margin to Stage IV

6dB

margin to Stage IV

20dB

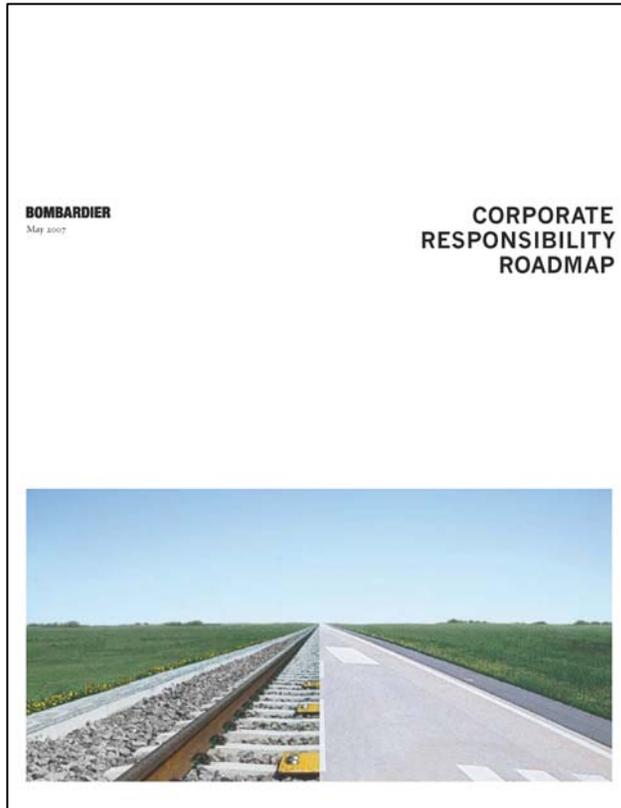
margin to Stage IV

compared to average **older-generation** aircraft (300 nm)

compared to average **older-generation** aircraft (500 nm)

compared to average **in-production** aircraft (500 nm)

Bombardier and Corporate Responsibility



May 2007
CR Roadmap



December 2008
First CR Report

Bombardier and Corporate Responsibility

Suppliers



United Nations

Supplier Code of
Conduct Signature

68%

in procurement
spend

**Shareholders
& Investors**



Carbon Disclosure
Project



Dow Jones
Sustainability Index

Reducing Our Footprint

Environment

Energy

-17%

over 4 years

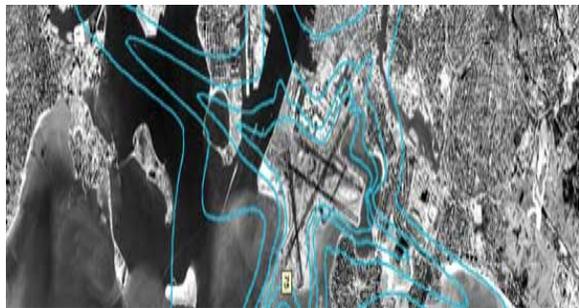
GHG

-6%

over 4 years

- + In the last four years, our manufacturing sites and service centers improved energy consumption and GHG emissions through energy efficiency initiatives and substitution programs (e.g. natural gas, solar power, etc.).
- + We are now in the process of defining a global energy and carbon management strategy and we are performing a thorough energy and carbon baseline which will help identify our improvement opportunities.

Aviation Environmental Issues



Community Noise



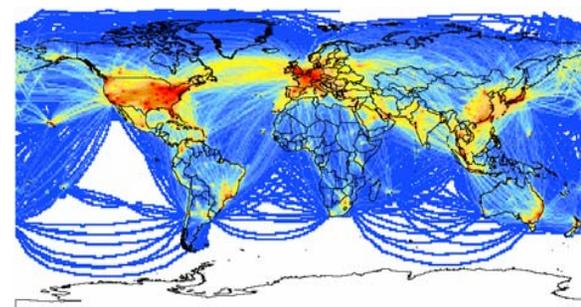
Air Quality



Energy



Water Quality



Global climate

Source: FAA

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Never doubt that a small group of thoughtful, committed people can change the world.

Indeed , it is the only thing that ever has.

Margaret Mead



Thank You

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