



**BOMBARDIER**

Annual Information Form  
2000

May 18, 2000

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NOTES:

- (1) In this Annual Information Form, all dollar figures are in Canadian dollars, unless indicated otherwise.
- (2) In this Annual Information Form, the asterisk (\*) refers to a trade-mark of Bombardier Inc. or one of its subsidiaries.

# Item 1 Incorporation

## 1.1 Incorporation of the Issuer

Bombardier Inc. (the “Corporation”) was incorporated by letters patent under the laws of Canada in 1902 and was continued under the Canada Business Corporations Act by a certificate of continuance dated June 23, 1978, which was subsequently the subject of certain amendments.

On August 5, 1988, the Corporation amalgamated with Bombardier Aero Inc. and Canadair Inc., two wholly-owned subsidiaries. The amalgamation was evidenced by a certificate of amalgamation dated August 5, 1988, and by articles of amalgamation. On February 1, 1997, the Corporation amalgamated with Bombardier Real Estate Ltd., Bois-Franc Real Estate Ltd. and Club Challenger-Aero Inc., three wholly-owned subsidiaries. On February 2, 1998, the Corporation amalgamated with de Havilland Inc. and de Havilland Holdings Inc., two wholly-owned subsidiaries.

The articles of the Corporation authorize it to issue shares consisting of (i) an unlimited number of preferred shares without nominal or par value issuable in series (the “Preferred Shares”), of which the following have been authorized (a) one series consisting of 12,000,000 Series 2 Cumulative Redeemable Preferred Shares (the “Series 2 Preferred Shares”) and (b) one series consisting of 12,000,000 Series 3 Cumulative Redeemable Preferred Shares (the “Series 3 Preferred Shares”); (ii) 896,000,000 Class A Shares (Multiple Voting) (the “Class A Shares”) and (iii) 896,000,000 Class B Shares (Subordinate Voting) (the “Class B Subordinate Voting Shares”).

The Class A Shares and the Class B Subordinate Voting Shares were the subject of a two-for-one stock split in July 1998 and previously in July 1995 and in January 1992.

The Class A Shares and the Class B Subordinate Voting Shares are special shares (within the meaning of the relevant Canadian regulations respecting securities) in that they do not carry equal voting rights. In the event of a ballot, each Class A Share carries ten votes and each Class B Subordinate Voting Share carries one vote.

Each Class B Subordinate Voting Share carries a non-cumulative preferential dividend at the rate of \$0.003125 per annum.

Each Class A Share is convertible, at any time, at the option of the holder, into one Class B Subordinate Voting Share. Each Class B Subordinate Voting Share shall become convertible into one Class A Share in the event that an offer to purchase Class A Shares is accepted by the majority shareholder, namely the Bombardier family, or in the event that the majority shareholder ceases to hold over 50% of the outstanding Class A Shares of the Corporation.

Each Series 2 Preferred Share is convertible at the option of the holder, subject to certain conditions, into a Series 3 Preferred Share on August 1, 2002 and on August 1 every fifth year thereafter. In addition, on August 1, 2007 and on August 1 every fifth year thereafter, each Series 3 Preferred Share may be reconverted at the option of the holder, into a Series 2 Preferred Share, subject to certain conditions.

The registered office of the Corporation is located at 800 René-Lévesque Boulevard West, Montréal, Québec H3B 1Y8.

In this Annual Information Form, the term “Bombardier” means, as required by the context, the Corporation and its subsidiaries collectively or the Corporation or one or more of its subsidiaries.

## 1.2 Subsidiaries

The activities of the Corporation are conducted either directly or through subsidiaries. A description of the Corporation’s corporate structure is provided below with the description of each business group.

## **Item 2 General Development of the Business**

### **2.1 General**

Bombardier is engaged in design, development, manufacture and marketing activities in the aerospace, rail transportation equipment and recreational product industries. In addition, Bombardier offers services related to its products and core businesses. Through various subsidiaries, the Corporation is engaged in financial services and one division of the Corporation is involved in the development of Bombardier real estate interests earmarked for new uses. Bombardier operates plants in Canada, Mexico, the United States, Austria, Belgium, the Czech Republic, Finland, France, Germany, Switzerland, the United Kingdom and the People's Republic of China. Bombardier is also seeking to expand into non-traditional markets outside North America and Western Europe where its presence is currently limited. Over ninety percent of its revenues are generated outside Canada.

### **2.2 History**

Until 1973, Bombardier's operations consisted mainly of the manufacture and distribution of snowmobiles, a vehicle invented in 1959 by the founder, Joseph-Armand Bombardier. In the early 1970s, as part of a program of vertical integration, Bombardier acquired Rotax (now Bombardier-Rotax GmbH), which today manufactures two-stroke and four-stroke engines in Gunskirchen, Austria.

In the 1970s and 1980s, Bombardier began diversifying its operations, branching out in the mass transit industry. In December 1986, the Corporation began to diversify into the aerospace industry by acquiring Canadair Limited, a large Québec-based aerospace corporation, which became Canadair Inc. in 1987 and amalgamated with the Corporation on August 5, 1988.

During the last five years, the Corporation continued its growth and completed the transactions described below.

On April 3, 1995, Bombardier acquired all of the share capital of transportation equipment manufacturer Waggonfabrik Talbot GmbH & Co. KG (now Talbot GmbH & Co. KG) of Aix-la-Chapelle (Aachen), Germany.

On December 6, 1996, through Bombardier Completion Centre Inc., the Corporation acquired the business aircraft completion division of Innotech Aviation Ltd.

On February 4, 1997, through Bombardier Capital Inc., Bombardier acquired NorRail, Inc. (now Bombardier Capital Rail Inc.). This railcar leasing and asset management firm is based in Buffalo, Minnesota, and services customers in Canada, the United States and Mexico.

On December 15, 1997, AMR Combs BJS Inc. agreed to dispose of its interest in JetSolutions L.L.C. This limited liability company owned by Bombardier and AMR Combs BJS Inc. manages aircraft for the FlexJet\* program, a fractional ownership program which permits individuals or companies to purchase a share of a Bombardier business jet and business jet charter brokerage program. The FlexJet program is offered through the Bombardier Aerospace Business JetSolutions unit. On April 1, 1998, JetSolutions, L.L.C., transferred its FlexJet management services program to Bombardier Aerospace Corporation. On August 14, 1998, JetSolutions, L.L.C., Bombardier Aerospace Corporation, Botana & Company, L.L.C., and AMR Combs BJS Inc. entered into an agreement whereby AMR Combs BJS Inc. transferred to Botana & Company, L.L.C. its interest in JetSolutions, L.L.C.

In December 1997, the Corporation entered into an agreement with Prévost Car Inc., a subsidiary of AB Volvo of Sweden, under which the Corporation's interest in Nova Bus Corporation, a manufacturer of city buses, was sold to Prévost Car Inc.

At the end of the 1997-1998 fiscal year, the Corporation acquired Deutsche Waggonbau AG (now DWA Deutsche Waggonbau GmbH) of Berlin, Germany. This corporation manufactures a wide range of railway equipment and products, including subway cars, urban and regional railway cars, diesel or electrical multiple-unit trains and special purpose freight wagons.

On March 4, 1998, Bombardier formed a strategic alliance with, and concluded an agreement to acquire a 26% interest in the share capital of, Vienna-based ELIN EBG Traction GmbH. This alliance gives Bombardier Transportation the opportunity to extend its knowledge of propulsion technologies.

On March 27, 1998, the Corporation announced the creation of Bombardier International, a business group whose mandate is to accelerate Bombardier's expansion and pursue growth opportunities into targeted markets outside North America and Western Europe.

On May 4, 1998, Bombardier announced its plans to form a joint venture with The Greenbrier Companies, Inc., a leading supplier of railroad freight cars, to build railroad freight cars at Bombardier-Concarril, S.A. de C.V.'s existing facilities in Sahagún, Mexico. The joint venture, in which each of Bombardier and The Greenbrier Companies, Inc. holds a 50% interest, serves the North American marketplace with a focus on conventional freight cars. Under the terms of the joint venture, which were finalized in September 1998, The Greenbrier Companies, Inc. provides marketing and engineering expertise and Bombardier provides manufacturing know-how and facilities.

On November 20, 1998, Bombardier, Power Corporation of Canada and China National Railways Locomotive and Rolling Stock Industrial Corporation (LORIC) of the People's Republic of China announced the creation of a joint venture to manufacture rail passenger cars in China at the plant of Sifang Locomotive and Rolling Stock Works, a LORIC subsidiary, located in Qingdao, Shandong Province. The joint venture will use Bombardier technology to manufacture, among others, deluxe intercity rail passenger cars. This joint venture, established with the Chinese government authority's approval, follows a Memorandum of Understanding signed in November 1997.

On January 27, 1999, the Corporation announced that the activities of the Bombardier Services operating group will be integrated into the Bombardier Aerospace and Bombardier Recreational Products operating groups.

On February 1, 2000, Bombardier announced that it had sold its 50% interest in Shorts Missile Systems Limited to the French defence electronics corporation, Thomson-CSF.

## Item 3 Narrative Description of the Business

### 3.1 Structure and Management

Bombardier's operations are organized into three manufacturing groups, one financial service group and one business development group.

Bombardier Aerospace is responsible for all aerospace operations; it also offers support, maintenance and training services related to its various products. Bombardier Transportation includes all the operations in the transportation equipment segment including maintenance services. Bombardier Recreational Products is engaged in the recreational products segment. Bombardier Capital oversees operations in the financial services and real estate segments. Bombardier International is responsible for Bombardier's expansion into geographic markets outside North America and Western Europe where its presence is currently concentrated.

The three industrial groups and the financial services group are constituted as follows:

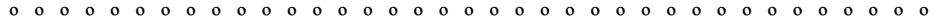
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<b><i>Bombardier Aerospace</i></b>	<ul style="list-style-type: none"><li>• Business Aircraft</li><li>• Regional Aircraft</li><li>• Amphibious Aircraft</li><li>• Component Manufacturing</li><li>• Defence Services</li></ul>
<b><i>Bombardier Transportation</i></b>	<ul style="list-style-type: none"><li>• Mass Transit – North America</li><li>• Transit Systems</li><li>• Bombardier-Concarril, S.A. de C.V.</li><li>• Gunderson-Concarril, S.A. de C.V.</li><li>• Bombardier Transportation Atlantic Europe</li><li>• Bombardier Transportation Continental Europe</li><li>• Bombardier Sifang Power (Qingdao) Transportation Ltd.</li></ul>
<b><i>Bombardier Recreational Products</i></b>	<ul style="list-style-type: none"><li>• Snowmobiles and Watercraft</li><li>• All Terrain Vehicles</li><li>• Engines</li><li>• Sport Boats</li><li>• Utility Vehicles</li></ul>
<b><i>Bombardier Capital</i></b>	<ul style="list-style-type: none"><li>• Inventory Finance</li><li>• Commercial and Industrial Finance</li><li>• Consumer Finance</li><li>• Technology Management and Finance</li><li>• Mortgage Finance</li><li>• Real Estate Services</li></ul>

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The activities of each of these groups and of Bombardier International are described hereafter under separate headings.

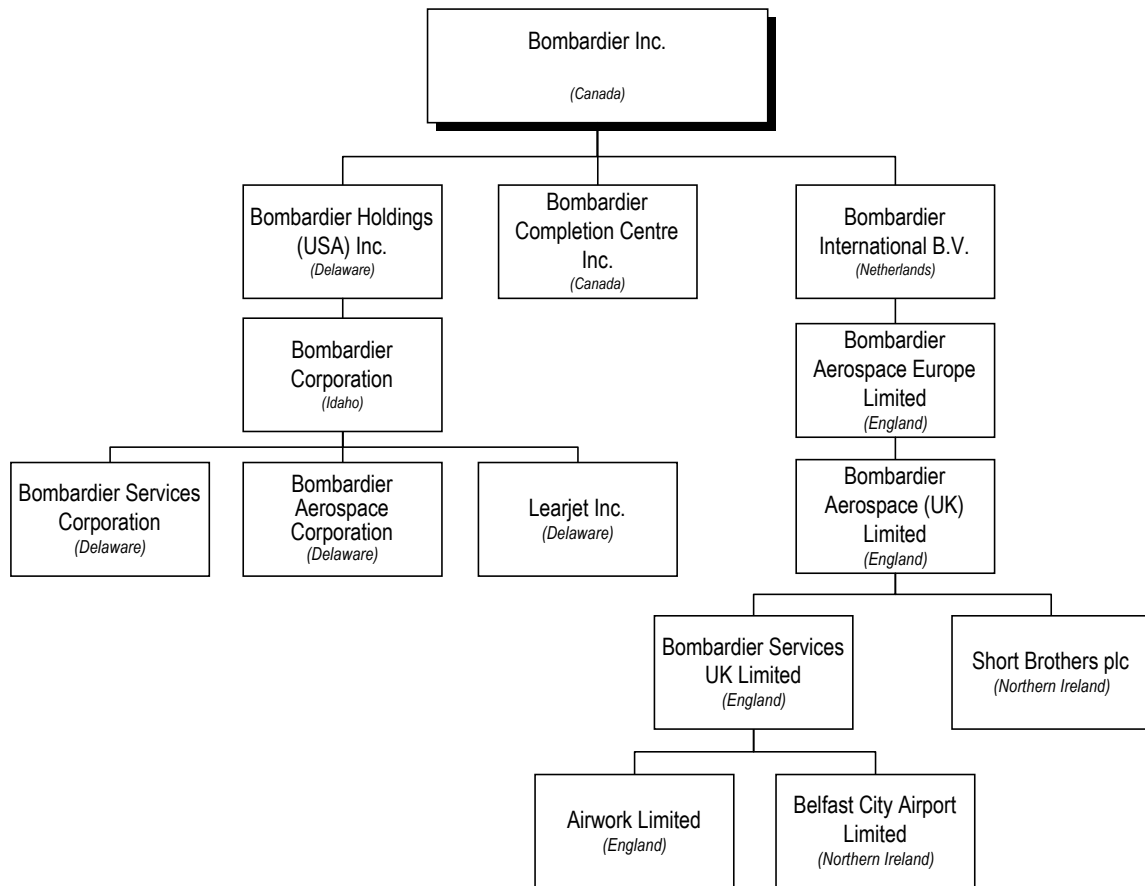
# BOMBARDIER AEROSPACE



Bombardier Aerospace includes the operations of the Business Aircraft, Regional Aircraft, and Amphibious Aircraft divisions as well as Component Manufacturing and Defence Services.

The administrative centre of Bombardier Aerospace is located in Dorval, Québec, Canada.

This chart provides the name and jurisdiction of incorporation of the active, direct or indirect subsidiaries of the Corporation, as at January 31, 2000, which fall within Bombardier Aerospace. Bombardier holds 100% of the voting shares of such companies, unless otherwise indicated. There are no other classes of securities of such companies outstanding.



The following table shows the principal operation centres owned by the Corporation or one of its subsidiaries, as the case may be, unless indicated otherwise, and forming part of Bombardier Aerospace. The table also lists the type of operations conducted or products manufactured at these facilities.

Manufacturing Facilities	Area (square metres)	Products
Dorval, Québec, Canada <sup>(1)</sup>	53,745	Assembly of Challenger* and Canadair Regional Jet* aircraft series 200 and 700, and assembly of cockpit for Global Express* aircraft

Manufacturing Facilities	Area (square metres)	Products
Dorval, Québec, Canada <sup>(2)</sup>	10,839	Pre-flight activities for the Challenger and the Canadair Regional Jet aircraft series 200 and 700 and interior finishing of the Canadair Regional Jet series 700
Mirabel, Québec, Canada <sup>(3)</sup>	28,114	Engineering support activities for CF-18 military aircraft and for other aircraft and painting and interior finishing activities for the Canadair Regional Jet aircraft
Saint-Laurent, Québec, Canada	205,397	Parts, components and spare parts for the Challenger, Canadair Regional Jet, Global Express, Bombardier Continental Business Jet* and Canadair 415* aircraft; complete wing and fuselage assembly for the Canadair 415 aircraft; structural components for Boeing and Aerospatiale
Southport, Manitoba, Canada <sup>(4)</sup>	19,044	Canadian Forces pilot training and aircraft and parts storage and maintenance required for such activities
Downsview, Ontario, Canada	156,388	Manufacture and final assembly of Dash 8 aircraft, including spare parts and components for Dash 8 aircraft; manufacture of components and final assembly of Global Express aircraft; assembly of wings for the Learjet 45; assembly of the CL 415 nacelle
North Bay, Ontario, Canada	3,716	Final assembly and final test for Canadair 415 aircraft
Wichita, Kansas, United States	112,922	Manufacture of the Learjet line of aircraft and flight test centre for aircraft manufactured by Bombardier Aerospace
Dunmurry and Newtownabbey, Belfast, Northern Ireland, United Kingdom <sup>(5)</sup>	30,062	Composite components either for Bombardier Aerospace or for Boeing and Lockheed
Hawlmork, Newtownards, and Queen's Island, Belfast, Northern Ireland, United Kingdom <sup>(5)</sup>	185,026	Aircraft components, engine nacelles and nacelle components and spare parts either for Bombardier Aerospace or for Boeing, Rolls-Royce, British Aerospace, BF Goodrich, AlliedSignal and International Aero Engines

- (1) The Corporation owns the buildings built on land leased to the Corporation under a lease with Aéroports de Montréal. The lease is for a 49-year term from August 1, 1992; the buildings erected on the leased land will become the property of Aéroports de Montréal upon expiration of the lease.
- (2) Facilities occupied under a lease from Air Canada which expires on October 31, 2001.
- (3) The Corporation owns the buildings built on land leased to Bombardier under a lease with Aéroports de Montréal for an initial term of 40 years with an option to renew for an additional period of 20 years; the buildings erected on the leased land will become the property of Aéroports de Montréal upon expiration of the lease.
- (4) Facilities occupied pursuant to lease and use agreements with Southport Aerospace Center Inc. renewed for a period of ten years from September 1, 1997 through August 31, 2007.
- (5) Short Brothers plc or its subsidiaries own all the buildings they occupy, except for those at Crossgar and storage facilities at Newtownards. Lands at Queen's Island are leased from the Belfast Harbour Commissioner for a period of 125 years from October 4, 1989. Lands at Dunmurry are leased from the Industrial Development Board of Northern Ireland for a period of 999 years.



In addition, service centres located in Tucson, Arizona; Denver, Colorado; Windsor Locks, Connecticut; Fort Lauderdale, Florida; Indianapolis, Indiana; Wichita, Kansas and Dallas, Texas (United States) and Berlin (Germany) are part of a service network called Bombardier Aviation Services. An airport located in Downsview, Ontario (Canada) is owned by the Corporation and used to support Bombardier Aerospace's manufacturing activities. There is also a worldwide network of authorized Challenger and Learjet aircraft service facilities that are independently owned.

Marketing of the products of Bombardier Aerospace is provided by marketing and sales offices. In North America, marketing and sales offices are located in Canada (in Montréal, Ottawa and Toronto) and the United States (in the states of Arizona, California, Connecticut, Georgia, Kansas, Illinois, Pennsylvania, Texas and Virginia, and in Washington, D.C.). In Europe, marketing is carried out through offices in Germany, the United Kingdom and Switzerland. In Asia, such offices are maintained in Dubai, in the United Arab Emirates; Hong Kong; Malaysia; the People's Republic of China and Singapore. Finally, Bombardier Aerospace maintains a marketing office in Australia.

## **Business Aircraft**

The Business Aircraft division is responsible for all operations related to marketing, sales and customer support for the Challenger 604 large intercontinental business jet, the Canadair Special Edition and the Canadair Corporate Jetliner aircraft (two corporate variants of the Canadair Regional Jet), the Bombardier Global Express ultra long-range aircraft, the Bombardier Continental Business Jet, a new entrant in the "super-midsize" category, as well as the Learjet family of light, super-light and mid-size jets (Learjet 31A, 45 and 60, respectively).

Aircraft ordered by customers are manufactured on behalf of the Business Aircraft division by the manufacturing facilities of Bombardier Aerospace. The raw materials and the various components and systems required to manufacture the aircraft are procured around the world and this procurement varies from product to product; however, most such materials, components and systems are provided by Canadian and U.S. suppliers with which Bombardier Aerospace generally has long-term contracts.

### **● Challenger 604 Aircraft**

The Challenger 604 aircraft is a large, twin-engine intercontinental business jet capable of non-stop flights of over 4,000 nautical miles. The Challenger 604 aircraft is the fifth generation of the widebody Challenger design, the previous models being the Challenger 600, 601, 601-3A and 601-3R.

Main competitors of the Challenger 604 aircraft vary from transaction to transaction based on specific customer needs and brand loyalty, but often include the Falcon 2000 and Falcon 900C manufactured by Dassault, as well as the Gulfstream IV-SP.

### **● Canadair Special Edition and Canadair Corporate Jetliner Aircraft**

The Canadair Special Edition and the Canadair Corporate Jetliner aircraft are derived from the same platform as the Canadair Regional Jet aircraft. The Canadair Special Edition aircraft offers a large executive cabin and a transcontinental range of about 3,000 nautical miles, sufficient to fly non-stop between key city pairs such as New York and Los Angeles. No other business jet manufacturer offers an aircraft similar in price, range and cabin size to the Canadair Special Edition aircraft.

The Canadair Corporate Jetliner aircraft was launched to cater to the needs of large corporations and governments for a high-density shuttle jet. While it has the same exterior dimensions as the Canadair Special Edition aircraft (and the Canadair Regional Jet aircraft), the Canadair Corporate Jetliner aircraft is typically delivered with a 20-40 seat configuration, as opposed to 19 or less for the Canadair Special Edition aircraft. With 30 passengers on board, the Canadair Corporate Jetliner aircraft offers a range of about 2,500 nautical miles. No other business jet manufacturer offers an aircraft similar in price, seating capacity and range to the Canadair Corporate Jetliner aircraft.

## ● **Bombardier Global Express Aircraft**

The Bombardier Global Express aircraft is the world's fastest ultra long-range business jet, and the only one that will cover distances of up to 6,500 nautical miles at Mach 0.80 without stopping. Designed as a completely new aircraft to meet the increasing travel needs of global organizations, the Global Express aircraft is setting new industry standards for "top-of-the-line" business jets.

Analysts have estimated total demand for ultra long-range business jets at 500 to 800 units. The Global Express aircraft is competing in this new segment against the Gulfstream V and, to a much lesser extent, the Boeing Business Jet and the Airbus A319CJ. Certification of the Global Express was achieved in July 1998 and the first customer delivery took place in November 1998. Certification from the European Joint Aviation Authorities occurred in May 1999. Delivery of the first completed Global Express was made in July 1999. Actual market share figures are not meaningful at this stage due to differences in program timing.

## ● **Bombardier Continental Business Jet**

In October 1998, plans for the development of the Bombardier Continental Business Jet, a new entrant in the fast-growing "super-midsize" category, were unveiled. It will be capable of every-day non-stop transcontinental missions with 8 passengers, even out of short 5,000-foot runways. This aircraft will offer a wide-body, standup cabin with eight individual seats, a full-size galley and lavatory and a large 120 cu.ft. baggage compartment. The official program launch for this new aircraft took place in June 1999. The first flight is currently scheduled for 2001 and deliveries are expected to begin in 2002.

## ● **Learjet Aircraft**

The Business Aircraft division is also responsible for all operations related to sales, marketing and customer support for the Learjet line of light, super-light and mid-size business jets. The main competitors for the Learjet 31A, Learjet 45 and Learjet 60 aircraft are the models manufactured by Cessna and Raytheon Aircraft.

The Learjet 31A light jet is a derivative of the renowned Learjet 35A model. The Learjet 60 mid-size jet, the first new Learjet product launched since Learjet Inc. became a subsidiary of Bombardier, is a derivative of the Learjet 55 aircraft. Finally, the new Learjet 45 super-light jet is positioned between the 31A and 60 models in terms of price and range capability. The aircraft received FAA-type certification in September 1997. The first deliveries of the Learjet 45 aircraft began in the spring of 1998 following a program of post-certification improvements.

## ● **Bombardier Business JetSolutions**

Bombardier Business JetSolutions is one of three organizations pioneering the concept of fractional ownership of new business aircraft in North America with its FlexJet program. This concept lowers the entry cost of business jet ownership by allowing customers to purchase a fraction of an aircraft, typically in multiples of 1/8. Bombardier Business JetSolutions acts as a manager of these fractionally owned business aircraft on behalf of their owners, taking care of flight operations, maintenance, insurance, catering, ground transportation and other aspects. The vast majority of Bombardier Business JetSolutions customers have never owned a business jet before. As a result, this concept stimulates demand for business jets. The fast rate of growth experienced by this segment is expected to continue for some time, as more and more businesses become familiar with the concept of fractional ownership and realize how affordable it is.

Bombardier Business JetSolutions, launched in May 1995 as a joint venture with AMR Corporation, is the second largest firm in this segment. The largest player in this segment is Executive Jet, founded in 1986 and operating through two different subsidiaries respectively called EJA (Executive Jet Aviation) and EJI (Executive Jet International). As an independent organization, Executive Jet has typically purchased new aircraft from different manufacturers, such as Gulfstream, Cessna and Raytheon, on a case-by-case basis. The third player, Travel Air, was launched by Raytheon Aircraft in June 1997. A handful of small organizations

have also been launched over the last year to apply the concept of fractional ownership to used aircraft or non-jet aircraft.

## ● **Aviation Services**

The Business Aircraft division provides the industry's most comprehensive range of aviation services, including worldwide charter operations, aircraft maintenance, top-rated customer support, pilot training and interior completions through several of its organizations.

Bombardier Aerospace is moving rapidly towards seamless worldwide business charter service through a network of strategic alliances. In North America, Business JetSolutions offers one of the largest and most diverse charter fleets in the world through the Alliance Plus program.

Aviation maintenance capabilities include a network of seven factory service facilities in seven U.S. locations and in Berlin, Germany.

Business Aircraft Customer Support provides technical and total product support for operators of all Bombardier Aerospace business aircraft, including fractional owners. A modern training facility in Montréal has recently added a full-motion Global Express simulator alongside the Challenger 604 simulator for comprehensive pilot training program. This marks the first time in the industry that a simulator has been in place before customers take delivery of their aircraft. This will allow pilots to be fully proficient with their aircraft at delivery. Learjet training will be provided at a new facility in Dallas beginning in the spring of 2001. Spare parts depots are located in Montréal, London and Singapore, and in Memphis, Newark and Wichita in the United States.

Bombardier Aerospace has established a network of completion facilities to provide operators with superior quality, cost-effective service. The Bombardier Aerospace Completion Center located in Tucson specializes in delivering customized interiors and conducting interior refurbishment for Learjet 31A, Learjet 60 and Challenger 604 aircraft. The new Bombardier Aerospace Completion Centre located in Montréal provides added capacity, capability and flexibility to meet growing market demand, particularly for the new Global Express aircraft in which this facility specializes. Learjet 45 factory completions are being conducted at Bombardier Aerospace Learjet site in Tucson, Arizona.

## **Regional Aircraft**

The Regional Aircraft division markets and supports the Canadair Regional Jet aircraft family and the de Havilland Dash 8 turboprop aircraft family. This division offers a full range of jet and turboprop regional aircraft to airline companies and provides material management and maintenance services to regional airlines.

The Canadair Regional Jet aircraft, the Canadair Special Edition aircraft and the Canadair Corporate Jetliner Shuttle, which are modified versions of the Canadair Regional Jet aircraft, are manufactured at the Bombardier Aerospace facilities, in Dorval, Québec. Raw materials and equipment are procured from suppliers in Canada, the United States and Europe with which Bombardier Aerospace generally has long-term contracts.

The Canadair Regional Jet family consists of the 50-passenger Series 100 and Series 200 aircraft and the 70-passenger Series 700 aircraft. The Canadair Regional Jet Series 100 and Series 200 aircraft are currently in service with some 26 operators in 14 countries. The Canadair Regional Jet Series 700 aircraft program was launched in January 1997. Roll-out and the maiden flight of the aircraft occurred in May 1999 with certification expected in the last quarter of 2000. Initial customer deliveries should follow soon after certification.

In September 1999, Bombardier Aerospace announced its intention to develop a 86 to 90-seat stretched version of the Canadair Regional Jet, to be called the CRJ900. Subject to a formal launch decision during the 2000-2001 fiscal year, first deliveries of the CRJ900 are scheduled for the fourth quarter of 2002.

The Q Series Dash 8 family of turboprops manufactured at the Bombardier Aerospace facilities in Downsview, Ontario, consists of the 37-passenger Q 100 and Q 200 aircraft, the 50-passenger Q 300 aircraft

and the 70-passenger Q 400 aircraft. The Q 100, Q 200 and Q 300 aircraft are currently in service with some 75 operators in 34 countries. The Q 400 program was launched in June 1995 and the first aircraft flew on January 31, 1998. Certification was obtained in Canada during the second quarter of the 1999-2000 fiscal year, in Europe in December 1999 and in the United States in February 2000. The first aircraft delivery occurred in January 2000.

The Canadair Regional Jet aircraft family faces three competitors: Embraer Empresa Brasileira De Aeronautica S.A. ("Embraer") of Brazil, which produces the 50-passenger jet EMB-145 and the 30-passenger jet EMB-135, has recently launched a 44-passenger jet, the ERJ-140, while British Aerospace of the United Kingdom markets a family of large regional jets, namely the BAe RJ85 (85 passengers) and the BAe RJ100 (100 passengers). In addition, Fairchild-Dornier of the United States markets a 30-passenger jet, the DO-328J. Embraer has also announced that it will also offer the 70-passenger jet ERJ-170 and the 108-passenger jet ERJ-190-200. Furthermore, Fairchild-Dornier has launched the 70-78 passenger 728 jet program.

The main products in competition with the Q Series Dash 8 aircraft family come from ATR (a consortium consisting of Aerospatiale of France and Alenia of Italy). The Dash 8 Q 300 aircraft faces competition from the ATR 42 and the Dash 8 Q 400 from the ATR 72.

### **Amphibious Aircraft**

The Amphibious Aircraft division markets the Canadair 415 turboprop amphibious aircraft. This aircraft is in service in Canada, Croatia, France, Italy and Greece. In addition to its traditional role of aerial firefighting, the Canadair 415 can be configured for other specialized missions, including coastal surveillance, search and rescue and utility transport.

### **Component Manufacturing**

Bombardier Aerospace is involved in the design, development, manufacture, supply and support of airframe components, aircraft engine nacelles and nacelle components.

The Bombardier Aerospace facilities in Saint-Laurent, Québec, supply airframe components for the Airbus A330/A340 programs as well as for the Boeing 747 and 767 programs.

Short Brothers plc manufactures various airframe components for the Canadair Regional Jet series, the Learjet 45, the Dash 8 Series 400 and the Global Express aircraft. Short Brothers plc also produces airframe components for most of the Boeing airliners as well as for the Lockheed C-130 aircraft and the Apache helicopter. It has particular expertise in the innovative use of composite materials to produce lightweight nacelle components. In addition, it manufactures components or complete nacelle sets for the General Electric CF34, Rolls-Royce BR710, International Aero Engines V2500, Rolls-Royce RB211 Trent, Rolls-Royce RB 211 524, Rolls-Royce RB 211 535 B4, Pratt & Whitney 150A and AlliedSignal LF507 engines.

### **Defence Services**

Bombardier Aerospace's main defence services activities are: Military Aircraft Services and Military Flying Training.

The activities of the Defence Services division are conducted through its main offices in Mirabel, Canada, and Bournemouth, United Kingdom.

#### **● Military Aircraft Support**

Defence Services provides integrated engineering and fleet support for the Canadian Forces fleet of CF-18 aircraft.

Defence Services also supplies logistic support, aircraft and equipment servicing or maintenance for the United Kingdom Ministry of Defence, particularly in the area of aviation support services, including the provision of maintenance and integrated logistics support to the RAF fleet of Tucano turboprops. Defence

Services also provides technical and support staff to the Air Forces of Kuwait and Oman. These activities include first to third line aircraft maintenance and technical training of the Royal Air Forces and the Royal Army of Oman personnel.

Defence Services performs fatigue modifications on Tucano aircraft for the United Kingdom Ministry of Defence and mission conversion of Challenger aircraft for the Canadian Forces and other air forces.

### ● **Military Flying Training**

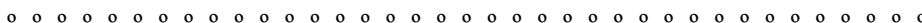
Defence Services manages the Canadian Aviation Training Centre (“CATC”) in Southport, Manitoba. The Canadian Forces flying training and support contract was awarded to the Corporation in 1991. In 1999-2000, 293 students graduated from the CATC in primary, helicopter and multi-engine pilot training for the Canadian Forces. Since the start of the CATC, a total of 1,552 students have undergone training.

On November 4, 1997, the Government of Canada awarded Bombardier a 20-year contract to provide fully serviced aircraft, training material, flight simulators, airfield and site support services for the training of military pilots of the Canadian Forces and the air forces of other NATO members. This contract was awarded in the context of the NATO Flying Training in Canada Program (“NFTC”), a co-operative government-industry initiative which includes the privatization of support for military undergraduate flying training at Moose Jaw, Saskatchewan, and follow-up tactical jet flying training at Cold Lake, Alberta.

Defence Services is also responsible for providing aircraft and associated services for the U.K. Royal Air Force elementary flying requirements. As well, the division provides flying grading for the U.K. Royal Navy.

# BOMBARDIER

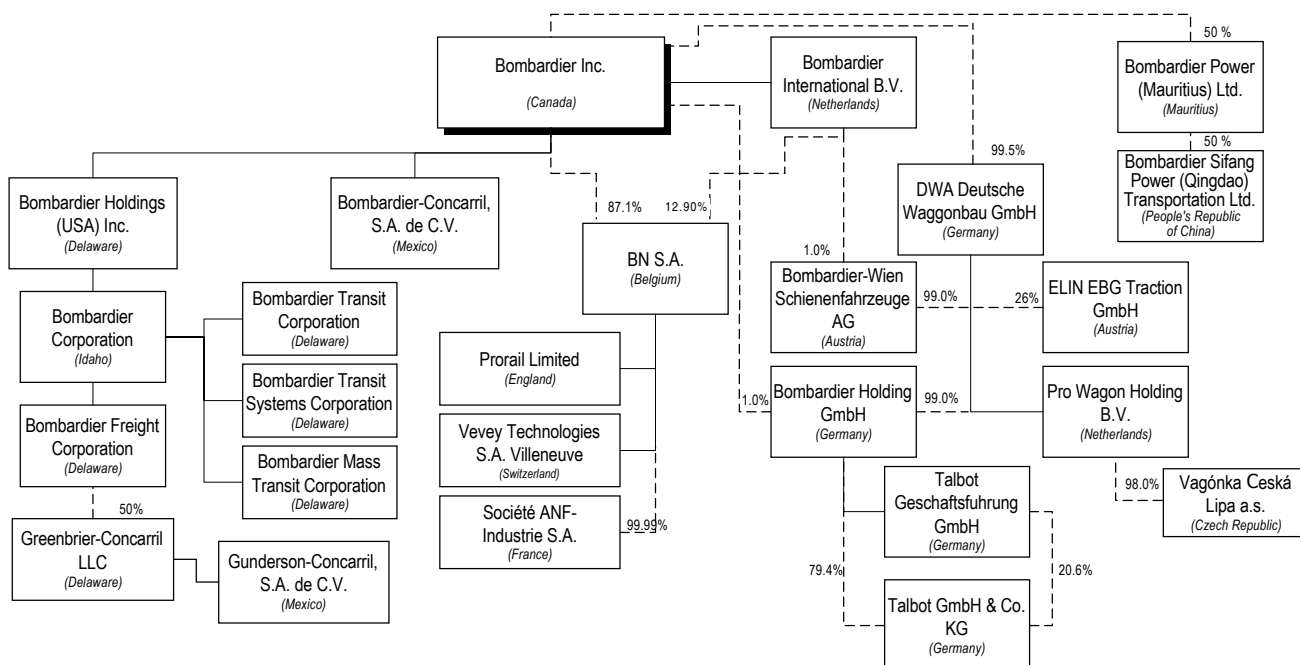
## TRANSPORTATION



Bombardier Transportation has the technology and know-how to produce a range of vehicles that meet most of the needs and requirements of mass transit markets while pursuing research and development activities to create new products for future market needs. The operations of Bombardier Transportation comprise, among other things, the design, manufacture and sale of vehicles for urban, suburban and intercity rail-passenger transportation, as well as integrated rail transit systems for turnkey projects. Bombardier Transportation is also able to undertake the refurbishment of vehicles as well as to provide a full range of maintenance services.

The administrative centre of Bombardier Transportation is located in Saint-Bruno-de-Montarville, Québec, Canada.

This chart provides the name and jurisdiction of incorporation of the active, direct or indirect subsidiaries of the Corporation, as at January 31, 2000, which fall within Bombardier Transportation. Bombardier holds 100% of the voting shares of such companies, unless otherwise indicated. There are no other classes of securities of such companies outstanding.



The following table shows the principal operation centres owned by the Corporation or one of its subsidiaries, as the case may be, unless indicated otherwise, and forming part of Bombardier Transportation. The table also lists the type of operations conducted or products manufactured at these facilities.

Manufacturing Facilities	Area (square metres)	Products
La Pocatière, Québec, Canada	51,412	Manufacture of mass transit vehicles
Millhaven (Kingston), Ontario, Canada	14,967	Manufacture of mass transit vehicles
Thunder Bay, Ontario, Canada	53,297	Manufacture of mass transit vehicles
Plattsburgh, New York, United States <sup>(1)</sup>	12,284	Final assembly of mass transit vehicles

<b>Manufacturing Facilities</b>	<b>Area</b>	<b>Products</b>
	(square metres)	
Barre, Vermont, United States <sup>(2)</sup>	10,033	Final assembly of mass transit vehicles
Sahagún, Mexico	109,696	Manufacture of mass transit vehicles and freight cars and refurbishment of rail passenger cars
Vienna, Austria	24,683	Manufacture of mass transit vehicles
Brugge, Belgium	135,618	Manufacture of mass transit vehicles and railway equipment
Manage, Belgium	40,100	Manufacture of railway equipment
Česká Lipa, Czech Republic	54,134	Manufacture of railway equipment
Crespin, France	179,458	Manufacture of mass transit vehicles, railway equipment and bogies
Aix-la-Chapelle (Aachen), Germany	72,916	Manufacture of mass transit vehicles, bogies and intermodal freight equipment
Ammendorf, Germany	76,382	Manufacture of mass transit vehicles
Bautzen, Germany	76,382	Manufacture of mass transit vehicles
Berlin, Germany	10,173	Manufacture of electrical components
Görlitz, Germany	90,489	Manufacture of mass transit vehicles
Niesky, Germany	55,845	Manufacture of freight cars
Vetschau, Germany	14,846	Manufacture of bogies
Villeneuve, Switzerland	16,900	Manufacture of mass transit vehicles
Wakefield, Yorkshire, England, United Kingdom	30,383	Assembly of mass transit vehicles and refurbishment of rail passenger cars
Qingdao, Shandong Province, People's Republic of China	48,968	Manufacture of mass transit vehicles

(1) Leased under an operating lease with Plattsburgh City LDC Inc. for a period of ten years commencing February 1995, with an option to renew for an additional five years.

(2) Leased under a capital lease.

Marketing of the products manufactured by Bombardier Transportation is carried out through marketing or sales offices. In North America, these marketing or sales offices are located in Canada (in Saint-Bruno-de-Montarville, Québec, and Millhaven (Kingston), Ontario), the United States (in the states of California, Florida, New York and Pennsylvania, and in Washington, D.C.) and Mexico. In Europe, marketing is effected through offices in Austria, Belgium, France, Germany, Russia, Switzerland and the United Kingdom. Finally, in Asia, such offices are located in China, Indonesia, Malaysia, Taiwan and Thailand. Bombardier Transportation leases these marketing or sales offices, with the exception of the office in Saint-Bruno-de-Montarville, Québec, and those in Austria, Belgium, Germany, Switzerland and the United Kingdom, which it owns.

### **Mass Transit – North America**

The Mass Transit – North America division includes the operations of the plants at La Pocatière, Québec, Millhaven (Kingston) and Thunder Bay, Ontario, Plattsburgh, New York and Barre, Vermont, where it manufactures a wide range of vehicles for urban, suburban and intercity rail-passenger transportation.

### **Transit Systems**

The Transit Systems division is responsible for the marketing, engineering and project management of turnkey transportation systems. In connection with contracts for transportation systems projects, the Transit Systems division is generally responsible for the supply of electro-mechanical subsystems, including

automatic train control and communications, and for system integration, system commissioning, trial running and start-up services.

### **Bombardier-Concarril, S.A. de C.V.**

Located in Sahagún in the state of Hidalgo, 70 kilometres north-east of Mexico City, the facilities of Bombardier-Concarril, S.A. de C.V. are equipped to produce a full range of rail transportation equipment, including rubber-tired and steel-wheeled subway cars, light rail vehicles, passenger coaches and freight cars. These manufacturing facilities also perform vehicle refurbishment.

### **Gunderson-Concarril, S.A. de C.V.**

Gunderson-Concarril, S.A. de C.V. is a subsidiary of Greenbrier-Concarril LLC, the joint venture in which each of Bombardier and The Greenbrier Companies, Inc. holds a 50% interest. Gunderson-Concarril, S.A. de C.V. manufactures railroad freight cars for Greenbrier-Concarril LLC at Bombardier-Concarril, S.A. de C.V.'s facilities in Sahagún, Mexico. The freight cars are sold by Greenbrier-Concarril LLC on the North American market.

## **Bombardier Transportation Atlantic Europe**

- **BN S.A.**

BN S.A., with manufacturing facilities at Manage and Brugge, in Belgium, is a manufacturer of railway equipment and urban and suburban transit equipment. Its range of products includes passenger rail cars, self-propelled vehicles, light and heavy subway cars, low-floor tramways and TGV (high-speed train) equipment.

- **Société ANF-Industrie S.A.**

The operations of Société ANF-Industrie S.A. are located at its plant in Crespin, in the north of France. It has developed the ability to supply a whole range of railway products: tramways, subway cars, commuter cars, main line and TGV (high-speed train) coaches, double-deck self-propelled vehicles and turbotrains. It also offers a whole range of mechanically welded bogies.

- **Prorail Limited**

Prorail Limited, from its manufacturing facilities in Wakefield, England, is engaged in the assembly of mass transit vehicles and the refurbishment of rail passenger cars.

- **Vevey Technologies S.A. Villeneuve**

Vevey Technologies S.A. Villeneuve, based in Villeneuve, Switzerland, is a production site for light rail vehicles and is engaged in the conception and manufacturing of rolling stock, in particular, low-floor light rail tramways, city-metros and automated vehicles, multiple units and bogies; it also provides maintenance and refurbishment services.

## **Bombardier Transportation Continental Europe**

- **DWA Deutsche Waggonbau GmbH**

DWA Deutsche Waggonbau GmbH, based in Berlin, Germany, manufactures rail transportation equipment including subway cars, commuter train and intercity rail passenger train cars, diesel and electrical motorized rail passenger cars and specialized freight cars. It is one of the most important suppliers to Deutsche Bahn AG and has a strong presence in the East and Central European markets as well as in Russia.



- **Bombardier-Wien Schienenfahrzeuge AG**

Bombardier-Wien Schienenfahrzeuge AG, whose plant is in Vienna, Austria, manufactures special-purpose and light rail vehicles and has developed expertise in the manufacture of train modules for the other European divisions of Bombardier Transportation.

- **Talbot GmbH & Co. KG**

Talbot GmbH & Co. KG, based in Aix-la-Chapelle (Aachen), Germany, is engaged in the design and manufacture of single and double-deck rail passenger vehicles, bogies for passenger and freight applications, as well as intermodal freight equipment. Its principal markets are in Germany, the Netherlands, Scandinavia and Switzerland.

- **Vagónka Česká Lipa a.s.**

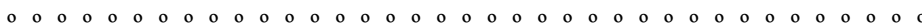
Vagónka Česká Lipa a.s., based in Česká Lipa, in the Czech Republic, is a production site for steel subassembly for rail freight and passenger vehicles.

### **Bombardier Sifang Power (Qingdao) Transportation Ltd.**

A joint venture company created by Bombardier, Power Corporation of Canada and Sifang Locomotive and Rolling Stock Works, a subsidiary of China National Railways Locomotive and Rolling Stock Industrial Corporation, Bombardier Sifang Power (Qingdao) Transportation Ltd. will manufacture rail passenger cars in Qingdao, Shandong Province.

# BOMBARDIER

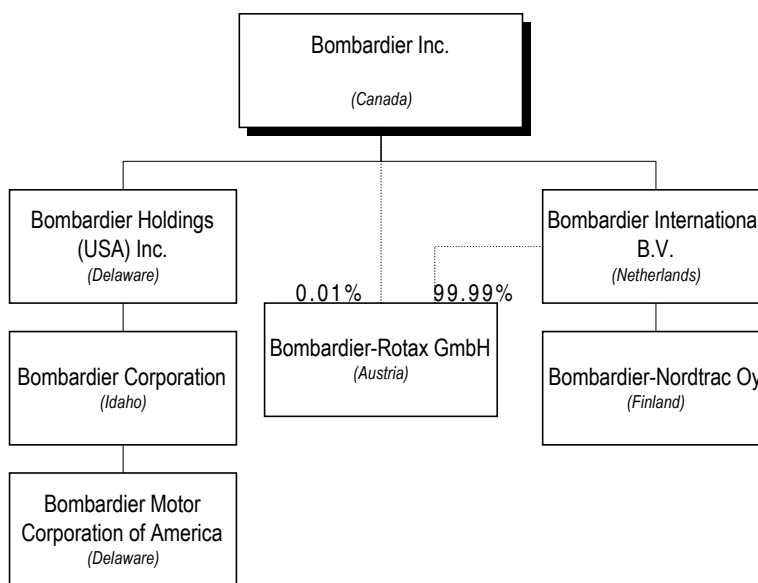
## *RECREATIONAL PRODUCTS*



The operations of Bombardier Recreational Products are conducted through five divisions, namely, Snowmobiles and Watercraft, All Terrain Vehicles, Engines, Sport Boats and Utility Vehicles.

The administrative centre of Bombardier Recreational Products is located in Montréal, Québec, Canada.

This chart provides the name and jurisdiction of incorporation of the active, direct or indirect subsidiaries of the Corporation, as at January 31, 2000, which fall within Bombardier Recreational Products. Bombardier holds 100% of the voting shares of such companies, unless otherwise indicated. There are no other classes of securities of such companies outstanding.



The following table shows the principal operation centres owned by the Corporation or one of its subsidiaries, as the case may be, unless indicated otherwise, and forming part of Bombardier Recreational Products. The table also shows products manufactured or operations conducted at such facilities, as the case may be.

<b>Manufacturing Facilities</b>	<b>Area</b>	<b>Products</b>
	(square metres)	
Valcourt, Québec, Canada	103,716	Manufacture of Ski-Doo* snowmobiles, Sea-Doo* watercraft, Traxter*, all-terrain vehicles and related components
Benton, Illinois, United States	35,953	Manufacture of Sea-Doo sport boats
Gunskirchen, Austria	52,231	Manufacture of engines and engine components for Ski-Doo and Lynx* snowmobiles, Sea-Doo watercraft and boats, small and ultra-light aircraft, motorcycles and scooters
Rovaniemi, Finland	5,574	Manufacture of Lynx and Skandic* Wide Track snowmobiles, Tundra* snowmobile frames and snowmobile components

<b>Manufacturing Facilities</b>	<b>Area</b> (square metres)	<b>Products</b>
Granby, Québec, Canada	12,978	Manufacture and servicing of specialized tracked vehicles used for grooming alpine ski hills and snowmobile and cross-country trails

Distribution of the products manufactured by Bombardier Recreational Products is carried out through distribution centres located in the provinces of Alberta and Québec, in Canada, in the states of Colorado, Illinois, Nevada, Utah and Wisconsin, in the United States, and in Finland. Marketing of the products manufactured by Bombardier Recreational Products is carried out through the marketing or sales offices of its divisions and subsidiaries located in Canada, the United States, Austria, Finland, France and Singapore and through a network of authorized distributors and dealers. The Cogan Lake facilities located in Florida, in the United States, are used to design and test Sea-Doo watercraft and Sea-Doo sport boats.

## **Snowmobiles and Watercraft**

### ● **Snowmobiles**

Bombardier Recreational Products develops, manufactures and markets a complete line of snowmobiles which are distributed worldwide under the trademarks Ski-Doo and Lynx. Bombardier Recreational Products is one of the world's largest manufacturers of snowmobiles. The engines for Bombardier Recreational Products snowmobiles are manufactured by its subsidiary Bombardier-Rotax GmbH. Their use is specifically regulated in most Canadian provinces and American states as well as in Europe and Scandinavia. Snowmobile replacement sales represent a substantial proportion of total sales.

The line of snowmobiles offered by Bombardier Recreational Products in 1999-2000 consists of 46 Ski-Doo models in seven different categories and 17 Lynx models in six different categories.

Ski-Doo snowmobiles are sold in North America through a network of some 810 authorized dealers with which Bombardier Recreational Products deals either directly or through authorized distributors. In Europe, Ski-Doo and Lynx snowmobiles are sold through independent authorized distributors and agents, except in Sweden and Norway, where Bombardier Recreational Products sells to authorized dealers through wholly-owned subsidiaries.

Bombardier Recreational Products competes in various snowmobile markets with American and Japanese manufacturers, namely, Arctic Cat, Polaris and Yamaha.

### ● **Watercraft**

Under the Sea-Doo brand name, Bombardier Recreational Products develops, manufactures and markets a full product line of watercraft.

The product line of watercraft offered by Bombardier Recreational Products in 2000 consists of 11 Sea-Doo models.

With a distribution network now covering over 80 countries, Bombardier Recreational Products is well positioned to take advantage of its international potential while consolidating and enhancing its leadership position in Canada and the United States, where there are nearly 904 authorized Sea-Doo watercraft dealers. Bombardier Recreational Products continues to explore opportunities for extending this network to other regions of the world where there are emerging markets.

Kawasaki, Polaris and Yamaha currently compete with Bombardier Recreational Products in the watercraft industry.

## **All Terrain Vehicles**

In 1998, Bombardier Recreational Products entered the ATV market with the introduction of the Traxter\* model. The first Traxter unit was sold in the fall of 1998. A second model targeted at experienced sport ATV riders, the DS650, was launched in June 1999. During the first quarter of 2000-2001, Bombardier Recreational Products introduced the Traxter XT.

Honda, Polaris, Yamaha, Suzuki, Arctic Cat and Kawasaki compete with Bombardier Recreational Products in the ATV market.

## **Engines**

The subsidiary Bombardier-Rotax GmbH develops, manufactures, markets and sells two-stroke and four-stroke engines under the Rotax\* brand name at its plant in Gunskirchen, Austria. The engines are used in Ski-Doo and Lynx snowmobiles, in Sea-Doo personal watercraft and some sport boats and in the new Bombardier Recreational Products ATV. It also supplies motorcycle and scooter engines to European vehicle manufacturers as well as engines which are distributed worldwide for small and ultra-light aircraft through independent distributors.

## **Sport Boats**

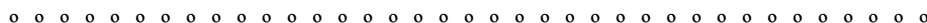
With a product line of 8 boats in 2000, Bombardier Recreational Products is the market leader in this relatively new segment which offers interesting growth potential. Its main competitors are Yamaha and Sugar Sand Marine.

## **Utility Vehicles**

Bombardier Recreational Products also designs, manufactures, sells and services specialized tracked vehicles mainly used for grooming alpine ski hills as well as snowmobile and cross-country ski trails.

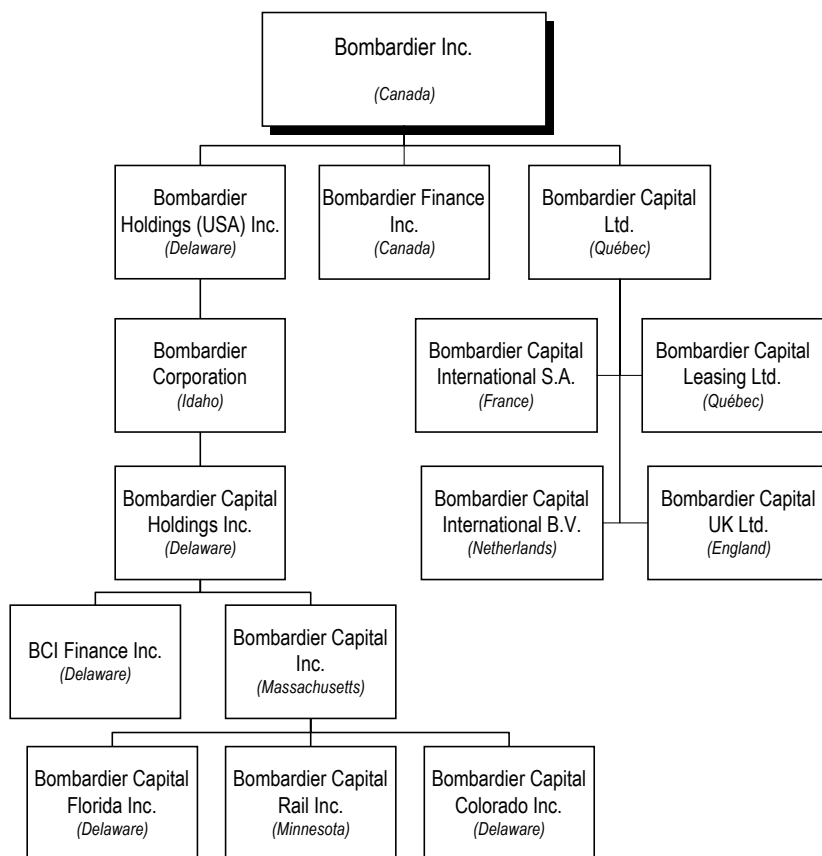
The principal operation centres owned by Bombardier Recreational Products and related to Utility Vehicles are located in Granby, Québec, Canada with distribution centres located in Canada in the provinces of Québec and Alberta, in the United States in the states of Colorado, Nevada and Utah and in Europe in Austria, France and Switzerland.

# BOMBARDIER CAPITAL



The administrative centre of Bombardier Capital is located in Jacksonville, Florida, in the United States.

The following chart provides the name and jurisdiction of incorporation of the active, direct or indirect subsidiaries of the Corporation, as at January 31, 2000, which fall within Bombardier Capital. Bombardier holds 100% of the voting shares of such companies, unless otherwise indicated. There are no other classes of securities of such companies outstanding.



## Financial Services

Bombardier Capital's traditional core businesses (i) originate and manage secured purchase money inventory financing for dealers and distributors of recreational and consumer products, (ii) provide domestic and international lending, leasing and asset management services to businesses in connection with a range of business aircraft and other commercial and industrial products and (iii) provide factoring of accounts receivable and other financial services to Bombardier. These activities are conducted by two divisions of Bombardier Capital, namely, Inventory Finance, and Commercial and Industrial Finance.

Consumer financing operations in both the recreational products and manufactured housing markets and commercial leasing activities such as computer and telecommunications hardware and software are conducted through three divisions created in 1997: Consumer Finance, Technology Management and Finance, and Mortgage Finance.

Bombardier Capital's core mission is to provide sales financing and services support to Bombardier. Although Bombardier Capital has progressively diversified its financing activities outside Bombardier or its subsidiaries, financing of captive Bombardier products remains an integral part of its strategy and will continue to represent an important part of its business. Accordingly, Bombardier Capital continues to provide innovative financing solutions to Bombardier or its subsidiaries, while concurrently benefiting from its financing expertise to pursue and grow in non-Bombardier niche markets.

### ● **Inventory Finance**

The Inventory Finance divisions (United States, Canada and International) provide inventory financing, on a secured basis, principally to dealers located in the United States and Canada for the purchase of recreational, consumer and commercial products from specified manufacturers and distributors. The principal market segments for which Bombardier Capital currently provides inventory financing include (i) Bombardier Recreational Products, (ii) marine products, other than those of Bombardier Recreational Products, (iii) manufactured housing, (iv) recreational motor vehicles, and (v) autos held for rent, motorcycles, music products, business products and lawn and garden products .

As at January 31, 2000, Bombardier Capital was providing inventory financing to approximately 5,200 dealers located throughout the United States and in Canada. It also had financing arrangements with approximately 800 manufacturers and distributors.

In addition, Bombardier Capital International B.V., a wholly-owned subsidiary of Bombardier Capital Ltd. operating in Finland, provides inventory financing to Scandinavian dealers. Also, Bombardier Capital International S.A., a subsidiary of Bombardier Capital Ltd., operating in France, provides inventory financing to French dealers and Bombardier Capital UK Ltd., a subsidiary of Bombardier Capital Ltd., provides inventory financing to U.K. dealers.

The Inventory Finance division operates from offices located in Colchester, Vermont and Valcourt, Québec. International operations are located in Paris, France and Rovaniemi, Finland.

### ● **Commercial and Industrial Finance**

The Commercial and Industrial Finance division provides asset-based financing to commercial customers mainly in the United States and Canada. This includes (i) financing provided to third parties with respect to various commercial and industrial equipment, (ii) loan and lease financing provided to third party customers of Bombardier Aerospace with respect to new business aircraft manufactured by Bombardier Aerospace and by others, (iii) financing open account and trade receivables of Bombardier Aerospace, principally associated with the supply of parts and services for Bombardier Aerospace manufactured aircraft, (iv) loan and lease financing made on an interim basis to customers purchasing commercial aircraft manufactured by Bombardier Aerospace, (v) financing of trade-in business aircraft of Bombardier Aerospace, (vi) inventory financing for certain U.S.-based business aircraft dealers and (vii) railcar leasing and management.

The principal office of the Commercial and Industrial Finance division is located in Colchester, Vermont. It also operates significant sales offices in Brossard, Québec, Atlanta, Georgia, Fort Lauderdale, Florida and Toronto, Ontario. Its railcar leasing and management firm, Bombardier Capital Rail Inc., has operations located in Buffalo, Minnesota, with sales offices in Tinley Park, Illinois, Bala Cynwyd, Pennsylvania and Kansas City, Missouri.

### ● **Consumer Finance**

The Consumer Finance division offers financial products that enable U.S. consumers to acquire recreational products and services. It continues to focus on financing products manufactured by Bombardier, including Ski-Doo snowmobiles, Sea-Doo personal watercraft and boats, and on products sold by the existing dealers of the Inventory Finance division. In order to serve the needs of the target market segments, the

Consumer Finance division offers a diverse line of financial products, including a revolving credit product issued by WebBank, a non-related Utah industrial loan company.

On January 31, 2000, Bombardier Capital Ltd. sold its Canadian based consumer loan, lease and revolving credit portfolio to Household Retail Credit Services. The portfolio will continue to be serviced by Bombardier Capital Ltd. under an interim servicing agreement until the transfer is complete.

The Consumer Finance division operates from offices in Jacksonville, Florida, and Brossard, Québec.

### ● **Technology Management and Finance**

The Technology Management and Finance division provides leasing and technology management services primarily to investment grade businesses for computer and telecommunications equipment. The Technology Management and Finance division provides operating leases, capital leases and sale and leaseback arrangements for personal computers, mini and mainframe computers, networks, software and telecommunications and audiovisual equipment.

The Technology Management and Finance division operates from offices in Jacksonville, Florida, Colchester, Vermont, and Brossard, Québec.

### ● **Mortgage Finance**

The Mortgage Finance division offers consumer lending services in the manufactured housing market. Mortgage Finance offers a variety of retail financing services to purchasers of manufactured homes. The mortgage loans originated or purchased by this division are exclusively U.S.-based.

The Mortgage Finance division generates manufactured housing financings through a network of dealers. The dealers are retailers who sell manufactured homes to consumers, most often under retail instalment sale contracts.

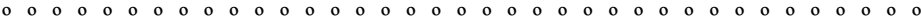
The Mortgage Finance division operates from offices in Jacksonville, Florida and Colorado Springs, Colorado.

### **Real Estate Services**

The Real Estate Services division's activities consist of developing real estate assets owned by Bombardier that are earmarked for new uses and meeting the real estate needs of the Corporation's groups and subsidiaries. The Real Estate Services division's other activity is the Bois-Franc project, which involves the development of an urban residential community with integrated commercial and service infrastructures on land adjacent to the Bombardier Aerospace facilities in Saint-Laurent, Québec.

# BOMBARDIER

## *INTERNATIONAL*



Bombardier International has the mandate to identify opportunities in non-traditional markets for Bombardier’s products, technologies and competencies; to develop appropriate and integrated country strategies in close collaboration with the other business groups; to explore opportunities for acquisitions and strategic alliances and pursue them where appropriate; and, to act as the key interface between Bombardier and government authorities, potential partners and decision-makers in targeted countries.

### **3.2 Segmented Disclosure**

For information respecting Bombardier’s sales by industry and geographic segments, reference is made to note 21 of the notes to the consolidated financial statements for the fiscal years ended January 31, 2000 and January 31, 1999, which consolidated financial statements and accompanying notes, appearing on pages 73 to 75 of the Corporation’s Annual Report for the 1999-2000 fiscal year, are incorporated herein by reference.

### **3.3 Agreements Relating to the Use of Certain Technologies**

Some operations of Bombardier are conducted under agreements which allow it to use certain technical data and information relating to products or technologies developed by others. The most important of such agreements are summarized below.

#### **Alstom/TGV**

Under a framework agreement renewed in February 2000 with the French company Alstom, Bombardier has the exclusive right to use the high-speed train technology generally known as TGV for purposes of marketing and manufacture in Canada, the United States and Mexico. The agreement is for one year commencing on February 1, 2000. Unless the parties terminate the agreement, it will be renewed automatically for further one-year periods. The agreement provides that Bombardier will pay Alstom a royalty equal to 4% of the sales price of the transportation equipment manufactured and delivered by Bombardier as part of TGV projects in those countries.

#### **Cartierville Financial Corporation Inc./Challenger Aircraft**

Under an agreement signed on December 22, 1986 with Cartierville Financial Corporation Inc. (“CFC”) (a wholly-owned subsidiary of Canada Development Investment Corporation, in turn wholly owned by the Canadian federal government), Canadair Limited had obtained a licence granting it the exclusive and absolute right to use and exploit all the technology relating to the design of the Challenger aircraft and to use and incorporate that technology in the manufacture, development, testing, sale, distribution and maintenance of Challenger aircraft and any other related product worldwide. The initial term of the agreement is 21 years; however, the Corporation (as successor in interest to Canadair Limited) has an option to renew this agreement for three additional consecutive periods of 21 years each. In consideration for the rights thus granted to it, the Corporation paid CFC a lump sum of \$20 million in 1988, less an amount equal to certain royalties then paid, in lieu of the royalties provided for under the agreement.



### 3.4 Research

Every year Bombardier commits a portion of its revenues to research. The total sums spent for this purpose appear in note 12 to the consolidated financial statements for the fiscal years ended January 31, 2000 and January 31, 1999 appearing on page 67 of the Corporation's Annual Report. These investments reinforce the skills and know-how of the engineers and technicians who currently make up Bombardier's design and engineering force.

### 3.5 Environment

During the 1999-2000 fiscal year, the manufacturing operations of Bombardier continued to be in compliance with the applicable laws and regulations. Certain cases of non-compliance identified during environmental audits completed during the year were or are being corrected. In all such cases, corrective action measures were identified, brought to the attention of the government authorities if required and incorporated into an action plan for implementation. The cost of the corrective measures, taken singly or together, does not or will not have any material effect on the performance of Bombardier.

One notice for non-compliance was issued against an East European manufacturing facility. A small fine was paid as a result of this finding (less than \$1,000). Corrective measures will be implemented during the 2000-2001 fiscal year. No other legal proceedings were undertaken against the Corporation or its subsidiaries regarding the ongoing environmental impact of their activities during the 1999-2000 fiscal year.

In previous years, Bombardier reported that it had been identified as potentially liable for the contamination of several sites in the United States. The resulting management and/or decontamination activities continued during the 1999-2000 fiscal year. The costs associated with these activities were not material during the period. Although the probable total costs associated with these activities are still not known, for the time being they are not considered to be material for Bombardier. The anticipated costs of site decontamination during the 2000-2001 fiscal year should not be material.

As part of the acquisition of Deutsche Waggonbau AG ("DWA") completed at the end of the 1997-1998 fiscal year, Bombardier had been informed or acquired knowledge of certain environmental conditions of the properties owned by DWA. Such conditions may result in remediation activities being continued or initiated at certain acquired DWA sites. Various levels of the German, Federal or State government had then recognized and accepted responsibility for historical soil and groundwater contamination. The need to undertake new remediation work has not yet been clearly established. The costs related to such undertakings are not known. The costs associated with the continuation of ongoing remediation programs are not material to DWA or to Bombardier.

### 3.6 Human Resources

The following table shows the number of employees of Bombardier as at January 31, 2000, compared with January 31, 1999:

	<b>Number of employees as at January 31</b>	
	<b>2000</b>	<b>1999</b>
Bombardier Aerospace .....	33,226	31,194 <sup>(1)</sup>
Bombardier Transportation.....	16,411	15,496
Bombardier Recreational Products .....	4,752	4,691 <sup>(1)</sup>
Bombardier Capital.....	1,310	1,174
Corporate Office .....	174	145
<b>Total</b> .....	<b>55,873</b>	<b>52,700</b>

(1) The numbers were adjusted to include former Bombardier Services employees.

In North America, at the end of the 1999-2000 fiscal year, 15,873 employees of Bombardier were represented by certified unions under 17 separate collective agreements. These agreements expire at different times ranging from March 2000 to November 2004.

In Europe, there are more than 14 collective agreements in force. National unions represent employees in subsidiaries or divisions and national and sectoral bargaining generally takes place every one or two years depending on the country (Austria, Belgium, the Czech Republic, Finland, France, Germany, Switzerland and the United Kingdom). These agreements expire at different times ranging from January 2000 to June 2003.

Bombardier considers that its relations with its employees are satisfactory.

## Item 4 Selected Consolidated Financial Information

### Consolidated financial information for the last five fiscal years ended January 31<sup>(1)</sup>

(millions of Canadian dollars, except per share amounts)	2000	1999	1998	1997	1996 restated <sup>(2)</sup>
Revenues .....	13,618.5	11,500.1	8,508.9	7,975.7	7,123.4
Net income .....	718.8	554.0	420.2	406.2	158.0 <sup>(5)</sup>
Total assets .....	17,034.1	14,272.2	10,575.2	7,950.3	6,392.6
Long-term debt .....	4,795.0	2,575.9	1,639.6	1,524.2	1,311.4
Convertible notes – equity component.....	---	180.5	165.8	152.3	139.9
Series 1 Redeemable Preferred Shares <sup>(6)</sup> .....	---	---	---	30.9	30.9
Series 2 Redeemable Preferred Shares <sup>(7)</sup> .....	300.0	300.0	300.0	---	---
Earnings per share <sup>(3)(4)</sup>					
Basic .....	1.02	0.77	0.59	0.59	0.22 <sup>(5)</sup>
Fully diluted.....	1.00	0.76	0.58	0.58	0.22
Dividends per share					
Series 1 Redeemable Preferred .....	---	---	0.77955	1.87500	1.87500
Series 2 Redeemable Preferred .....	1.37500	1.37500	0.95120	---	---
Class A <sup>(3)(4)</sup> .....	0.22000	0.17000	0.15000	0.10000	0.10000
Class B Subordinate <sup>(3)(4)</sup> .....	0.22313	0.17313	0.15313	0.10313	0.10313

- (1) At the end of the fiscal year 1997-1998, Bombardier acquired Deutsche Waggonbau AG and posted its accounts in the Balance Sheet as at January 31, 1998 without including its results for the year ending as at the same date. The consolidated results for the fiscal year ended January 31, 1997 include the results of the business jet completion division of Innotech Aviation Ltd. for a period of two months. The consolidated results for the fiscal year ended January 31, 1996 include the results of Talbot GmbH & Co. KG for a period of nine months.
- (2) On February 1, 1996, the Corporation adopted the new recommendations of the Canadian Institute of Chartered Accountants concerning financial instruments. Accordingly, the Corporation retroactively changed its accounting policy regarding the presentation of the convertible notes. Under this new accounting policy, the present value of interest payments on the convertible notes is recorded as long-term debt whereas the present value of the principal is recorded in shareholders' equity. The equity component of the convertible notes increases until October 1999 as a result of charges against retained earnings to reach an amount equal to the nominal value of the convertible notes. The interest on the debt component of the convertible notes is included in inventories in accordance with the Corporation's accounting policies.
- (3) The figures have been adjusted to reflect the two-for-one stock splits which took place on July 10, 1998.
- (4) The figures have been adjusted to reflect the two-for-one stock splits which took place on July 7, 1995.
- (5) The effect of the write-down of investment in Eurotunnel share units on the net income amounts to \$155.0 million (\$0.24 per common share). Exclusive of this write-down, the net income would then be \$313.0 million (\$0.46 per common share).
- (6) Series 1 Preferred Shares were redeemed and cancelled on June 30, 1997.
- (7) Series 2 Preferred Shares were issued on May 22, 1997.

## Quarterly consolidated financial information (unaudited)

(millions of Canadian dollars, except per share amounts)	1999-2000			
	4th qtr.	3rd qtr.	2nd qtr.	1st qtr.
Revenues.....	4,403.9	3,183.2	3,180.8	2,850.6
Net income.....	254.1	151.1	169.1	144.5
Earnings per share				
Basic <sup>(2)</sup> .....	0.37	0.21	0.24	0.20
Fully diluted <sup>(2)</sup> .....	0.36	0.21	0.23	0.20
Dividends per share				
Series 2 Redeemable Preferred <sup>(1)</sup> .....	0.34375	0.34375	0.34375	0.34375
Class A <sup>(2)</sup> .....	0.05500	0.05500	0.05500	0.05500
Class B Subordinate <sup>(2)</sup> .....	0.05500	0.05500	0.05500	0.05813

(millions of Canadian dollars, except per share amounts)	1998-99			
	4th qtr.	3rd qtr.	2nd qtr.	1st qtr.
Revenues.....	4,044.2	2,620.0	2,488.3	2,347.6
Net income.....	193.7	125.5	122.7	112.1
Earnings per share				
Basic <sup>(2)</sup> .....	0.27	0.17	0.17	0.16
Fully diluted <sup>(2)</sup> .....	0.27	0.17	0.16	0.16
Dividends per share				
Series 2 Redeemable Preferred <sup>(1)</sup> .....	0.34375	0.34375	0.34375	0.34375
Class A <sup>(2)</sup> .....	0.04250	0.04250	0.04250	0.04250
Class B Subordinate <sup>(2)</sup> .....	0.04250	0.04250	0.04250	0.04563

(1) Series 2 Preferred Shares were issued on May 22, 1997.

(2) The figures have been adjusted to reflect the two-for-one stock splits which took place on July 10, 1998.

Pursuant to various financing agreements to which they are parties, Bombardier Capital Ltd., Bombardier Capital Inc. and Learjet Inc. are subject to certain restrictions as to payment of dividends. The Corporation, as intervenor, is also subject to certain restrictions as to the receipt of dividends from these subsidiaries. These subsidiaries have undertaken to maintain certain financial ratios or a minimum level of net worth, which may have the indirect effect of restricting payment of dividends by these subsidiaries.

## Item 5 Management's Discussion and Analysis

A discussion and analysis by management of the financial condition and results of operations for the fiscal years ended January 31, 2000 and January 31, 1999 is presented under the item "Management's Discussion and Analysis" on pages 8 to 40 of the Corporation's Annual Report for the 1999-2000 fiscal year, which item is incorporated herein by reference. To complement the financial discussion and analysis, reference is made to the consolidated financial statements for the fiscal years ended January 31, 2000 and January 31, 1999, the summary of significant accounting policies and the notes to the consolidated financial statements on pages 53 to 73 of the Corporation's Annual Report for the 1999-2000 fiscal year, which consolidated financial statements, summary and notes are incorporated herein by reference.

## Item 6 Market for the Securities of the Issuer

The Class A Shares, the Class B Subordinate Voting Shares and the Series 2 Preferred Shares of the Corporation are listed for trading on The Toronto Stock Exchange. The Class B Subordinate Voting Shares are also listed for trading on the Frankfurt Stock Exchange in Germany and on the Brussels Stock Exchange in Belgium.

## Item 7 Dividends

The Corporation declared the dividends indicated below on its outstanding shares during the fiscal years ended January 31, 2000 and January 31, 1999.

(millions of dollars, except per share amounts)	Fiscal years ended January 31			
	2000		1999	
	Total	Per share	Total	Per share
Series 2 Redeemable Preferred Shares	16.5	1.37500	15.4	1.37500
Class A Shares	38.8	0.22000	30.0	0.17000
Class B Subordinate Voting Shares	113.5	0.22313	87.3	0.17313

The articles of the Corporation stipulate that no dividends may be paid on the Class A Shares or the Class B Subordinate Voting Shares unless all accrued and unpaid dividends on the Series 2 Preferred Shares have been declared and paid or set aside for payment, or all the outstanding Series 2 Preferred Shares have been called for redemption and the redemption price of such shares has been deposited in the manner set out in the articles of the Corporation.

The holders of Class B Subordinate Voting Shares are entitled, in preference to the holders of Class A Shares, to a non-cumulative dividend at the rate of \$0.003125 per share per annum; when a dividend on the Class B Subordinate Voting Shares at the rate of \$0.003125 per share per annum is declared and paid or set aside for payment in any fiscal year, the Class A Shares and the Class B Subordinate Voting Shares participate equally, share for share, with respect to any additional dividend which may be declared, paid or set aside for payment during said fiscal year.

In general, the Corporation's policy is to set the total amount of its dividends for a fiscal year at approximately 30% of the consolidated net income for the previous fiscal year. The Board of Directors of the Corporation reserves the right to modify this policy at any time.

## Item 8 Directors and Officers

The names of the directors and officers of the Corporation, their municipality of residence, the positions held by the directors and officers within the Corporation, the principal occupations of the directors, the period during which each director has exercised his mandate, as well as the number of Class A Shares, Class B Subordinate Voting Shares or Series 2 Preferred Shares, as the case may be, of the Corporation that the directors, as at April 18, 2000, owned beneficially or over which they exercised control or direction, are indicated below:

<i>Directors</i>	Period of service as a director	Approximate number of shares of the Corporation owned beneficially by a director or over which the director exercised control or direction as at April 18, 2000		
		Class A Shares	Class B Subordinate Voting Shares	Series 2 Preferred Shares
YVAN ALLAIRE Westmount, Québec Executive Vice-President of the Corporation and Chairman of Bombardier Capital	1998 to date	4,864	116,176	0
LAURENT BEAUDOIN, C.C., FCA <sup>(1)(a)(c)</sup> Westmount, Québec Chairman of the Board and of the Executive Committee of the Corporation	1975 to date	241,216	4,960,192	0
J.R. ANDRÉ BOMBARDIER <sup>(a)(c)</sup> Nuns' Island, Verdun, Québec Vice-Chairman of the Corporation	1975 to date	(2)	355,629	0
JANINE BOMBARDIER Westmount, Québec President and Governor, J. Armand Bombardier Foundation, charitable organization	1984 to date	(3)	0	0
ROBERT E. BROWN <sup>(a)</sup> Westmount, Québec President and Chief Executive Officer of the Corporation	1999 to date	0	25,175	0
ANDRÉ DESMARAIS <sup>(c)</sup> Westmount, Québec President and Co-Chief Executive Officer, Power Corporation of Canada, holding and management corporation	1985 to date	0	63,200	0
JEAN-LOUIS FONTAINE <sup>(4)(a)(b)</sup> Westmount, Québec Vice-Chairman of the Corporation	1975 to date	2,048,736	36,313	0
THE HON. JEAN-PIERRE GOYER, P.C., Q.C. <sup>(b)</sup> Nuns' Island, Verdun, Québec Lawyer and company director	1982 to date	0	13,800	0
DANIEL JOHNSON <sup>(b)</sup> Montréal, Québec Counsel, McCarthy Tétrault	1999 to date	0	600	0

## Directors

	Period of service as a director	Approximate number of shares of the Corporation owned beneficially by a director or over which the director exercised control or direction as at April 18, 2000		
		Class A Shares	Class B Subordinate Voting Shares	Series 2 Preferred Shares
PIERRE LEGRAND, Q.C. <sup>(a)(c)</sup> Nuns' Island, Verdun, Québec Senior Partner, Ogilvy Renault, barristers and solicitors	1975 to date	3,584	0	0
DONALD C. LOWE <sup>(b)</sup> Toronto, Ontario Corporate Director and Consultant	1987 to date	0	266,000	0
JEAN C. MONTY <sup>(a)(c)</sup> Montréal, Québec President and Chief Executive Officer, BCE Inc. Chairman and Chief Executive Officer, Bell Canada	1998 to date	0	5,000	0
JAMES E. PERRELLA Park Ridge, New Jersey, U.S.A. Chairman, Ingersoll-Rand Company	1999 to date	0	5,000	0
PAUL M. TELLIER <sup>(a)</sup> Westmount, Québec President and Chief Executive Officer, Canadian National, transportation company	1997 to date	0	4,000	0
HUGO UYTERHOEVEN Boston, Massachusetts, U.S.A. Timken Professor of Business Administration Emeritus, Harvard Business School	1983 to date	0	0	0

- (1) Mrs. Claire Bombardier Beaudoin, wife of Mr. Laurent Beaudoin, exercises, through holding corporations which she controls (either directly or in concert with J.R. André Bombardier, Janine Bombardier and Huguette Bombardier Fontaine), control or direction over 35,111,744 Class A Shares of the Corporation.
  - (2) Mr. J.R. André Bombardier exercises, through holding corporations which he controls (either directly or in concert with Claire Bombardier Beaudoin, Janine Bombardier and Huguette Bombardier Fontaine), control or direction over 36,543,744 Class A Shares of the Corporation.
  - (3) Mrs. Janine Bombardier exercises, through holding corporations which she controls (either directly or in concert with Claire Bombardier Beaudoin, J.R. André Bombardier and Huguette Bombardier Fontaine), control or direction over 35,111,744 Class A Shares of the Corporation.
  - (4) Mrs. Huguette Bombardier Fontaine, wife of Mr. Jean-Louis Fontaine, exercises, through holding corporations which she controls (either directly or in concert with Claire Bombardier Beaudoin, J.R. André Bombardier and Janine Bombardier), control or direction over 34,311,744 Class A Shares of the Corporation.
- (a) Member of the Executive Committee.  
(b) Member of the Audit Committee.  
(c) Member of the Compensation Committee.

Each director remains in office until the following annual shareholders' meeting or until the election of his successor, unless he resigns or his office becomes vacant as a result of his death, removal or any other cause.

### *Officers who are not Directors*

<b>Name and Municipality of Residence</b>	<b>Position held within the Corporation</b>
Pierre Beaudoin Nuns' Island, Verdun, Québec	President and Chief Operating Officer, Bombardier Recreational Products
Yvon Beauregard Brossard, Québec	Vice-President, Occupational Health/Safety and Environment
Richard Bradeen Westmount, Québec	Vice-President, Acquisitions and Strategic Alliances
Roger Carle Town of Mount Royal, Québec	Director, Legal Services and Corporate Secretary
Daniel Desjardins Nuns' Island, Verdun, Québec	Vice-President, Legal Services and Assistant Secretary
Lynne Gervais Kirkland, Québec	Vice-President, Global Compensation and Organization Effectiveness
Michael S. Graff Montréal, Québec	President and Chief Operating Officer, Bombardier Aerospace
Robert Greenhill Outremont, Québec	Vice-President, Strategy
Jean-Yves Leblanc Outremont, Québec	President and Chief Operating Officer, Bombardier Transportation
François Lemarchand Montréal, Québec	Vice-President and Treasurer
Jean Levert Montréal, Québec	Vice-President, Leadership and Organizational Development
Carroll L'Italian Westmount, Québec	Senior Vice-President
Michel Lord Nuns' Island, Verdun, Québec	Vice-President, Communications and Public Relations
Pierre Lortie St-Lambert, Québec	President and Chief Operating Officer, Bombardier Capital
Louis Morin Kirkland, Québec	Vice-President, Finance
Michael O'Bree Beaconsfield, Québec	Vice-President, Corporate Audit Services
Barry J. Olivella Franklin Centre, Québec	Vice-President, Special Projects
Jean Paré Montréal, Québec	Vice-President, Financial Reporting
Ingeborg Rittweiler Île-Bizard, Québec	Vice-President, Six Sigma
Jacques Savard Beaconsfield, Québec	Vice-President and Controller
Marie-Claire Simoneau Montréal, Québec	Executive Assistant to the Chairman
Richard T. Sloan Montréal, Québec	Vice-President and General Manager, Structured Finance
François Thibault Longueuil, Québec	Vice-President, Acquisitions



On April 18, 2000, the directors of the Corporation (other than Mrs. Janine Bombardier and Mr. J.R. André Bombardier) and the officers of the Corporation, as a group, owned beneficially, directly or indirectly, 2,348,910 Class A Shares and 6,858,005 Class B Subordinate Voting Shares, representing 1.34% and 1.34%, respectively, of the outstanding shares of each such class.

The directors and officers of the Corporation who have not occupied their current principal occupations for more than five years have had the following principal occupations during the last five years, except that where a director or officer has held more than one position in the same company or an affiliate of such company, only the date of his appointment to his current position is indicated:

- Yvan Allaire has been Executive Vice-President of the Corporation and Chairman of Bombardier Capital since February 1, 1999. Prior to that date, he was Executive Vice-President, Strategy and Corporate Affairs of the Corporation since May 1, 1996. As the co-founder of a Canadian strategic planning consulting firm, he has been an advisor to the executive management of several large Canadian corporations, including, since 1985, to the Chairman of the Board and of the Executive Committee of the Corporation;
- Laurent Beaudoin has been Chairman of the Board and of the Executive Committee of the Corporation since February 1, 1999; prior to that date, he was President, Chairman and Chief Executive Officer of the Corporation since June 18, 1996 and, before that, he had been Chairman and Chief Executive Officer since April 1978;
- Pierre Beaudoin has been President and Chief Operating Officer of Bombardier Recreational Products, formerly known as the Motorized Consumer Products Group, since May 15, 1996; prior to that date, he had been President of that group since April 1, 1996; he had previously been President of the Sea-Doo/Ski-Doo Division since February 1, 1994;
- Yvon Beauregard has been Vice-President, Occupational Health/Safety and Environment of the Corporation since February 1, 1999; prior to that date, he was Vice-President, Environment of the Corporation since November 1, 1993;
- Richard Bradeen has been Vice-President Acquisitions and Strategic Alliances of the Corporation since February 1, 1999. Prior to that date, he was Vice-President, Acquisitions of the Corporation since August 1, 1997. Prior to that date, he had been a partner of Ernst & Young since 1988;
- Robert Brown has been President and Chief Executive Officer of the Corporation since February 1, 1999; prior to that date, he was President and Chief Operating Officer of Bombardier Aerospace since May 15, 1996 and, before that, he had been President of Bombardier Aerospace – North America since 1992;
- Roger Carle has been Director, Legal Services and Corporate Secretary of the Corporation since September 17, 1996; from June 1996 to September 1996, he was Director, Legal Services and Assistant Secretary of the Corporation; and from April 1, 1996 to June 18, 1996, he had been Director, Legal Services of the Corporation. From July 1993 to April 1, 1996, he had been Director, Legal Services of Bombardier Aerospace – North America;
- Daniel Desjardins has been Vice-President, Legal Services and Assistant Secretary of the Corporation since April 6, 1998; prior to that date, he had been, since February 1986, a partner of Hudon, Gendron, Harris, Thomas;
- André Desmarais has been President and Co-Chief Executive Officer of Power Corporation of Canada since May 10, 1996; prior to that date, he had been President and Chief Operating Officer of the same corporation since May 1991;
- Lynne B. Gervais has been Vice-President, Global Compensation and Organization Effectiveness since January 10, 2000; prior to that date, she was Director, Human Resources Information Systems of Bombardier Aerospace since April 1999; she had previously been Director, Six Sigma and Human Resources Processes of Bombardier Aerospace since December 1997; prior to that date she was a consultant in Human Resources;

- Michael S. Graff has been President and Chief Operating Officer of Bombardier Aerospace since February 1, 1999; prior to that date, he was President of the Bombardier Aerospace Business Aircraft division since June 1, 1996. Prior to joining the Corporation, he had been a partner at McKinsey & Company Management Consultants;
- Robert Greenhill has been Vice-President, Strategy of the Corporation since October 1, 1996; prior to that date, he had been Director, Strategic Planning since May 1995; prior to May 1995, he had held a senior position with the consulting firm of McKinsey & Company;
- Daniel Johnson has been counsel at the law firm McCarthy Tétrault since July 1998. Prior to that date, he sat as a member of the Quebec National Assembly for more than 17 years and was leader of the Quebec Liberal Party from December 1993 to April 1998; he served as Premier of Quebec from January to September 1994 and as Leader of the Opposition from September 1994 to May 1998;
- Jean-Yves Leblanc has been President and Chief Operating Officer of Bombardier Transportation since May 15, 1996; prior to that date, he had been President, Transportation Equipment Group – North America since March 1992;
- François Lemarchand has been Vice-President and Treasurer of the Corporation since October 1, 1996; prior to that date, he had been Manager and Senior Manager – Corporate Banking, at National Bank of Canada from May 1, 1993 to September 30, 1996;
- Jean Levert has been Vice-President, Leadership and Organizational Development of the Corporation since December 13, 1999; prior to that date, he was Director, Management Planning and Development of the Corporation since August 1992; prior to joining the Corporation, he had been Director, Staffing and Development for Alcan Aluminum Limited from 1987 to 1992;
- Carroll L'Italien has been Senior Vice-President of the Corporation since July 24, 1999; prior to that date, he was, since June 1996, President of Alcan Smelters and Chemicals Limited and later became President of Alcan Primary Metal – North America; previously, he had been Vice-President, Human Resources and Organizational Development for Bombardier Inc. from 1992 to 1996;
- Pierre Lortie has been President and Chief Operating Officer of Bombardier Capital since February 16, 2000; prior to that date, he was President and Chief Operating Officer of Bombardier International since April 6, 1998 and previously President of the Regional Aircraft division since August 1993;
- Jean C. Monty has been President and Chief Executive Officer of BCE Inc. since May 6, 1998 while previously he was President and Chief Operating Officer of BCE Inc. from October 1, 1997 to May 6, 1998; he is also Chairman and Chief Executive Officer of Bell Canada since February 28, 1998; previously, he had been President and Chief Executive Officer of Northern Telecom Limited from March 1993 to February 1997 when he became its Vice-Chairman and Chief Executive Officer;
- Louis Morin has been Vice-President, Finance of the Corporation since April 1, 1999; from March 1, 1997 to March 31, 1999, he was Vice-President, Finance of Bombardier Aerospace; previously, he had been Vice-President and Controller of the Corporation between October 1, 1996 and February 28, 1997 and Vice-President, Financial Management, Aerospace Sector from February 1, 1993 to September 30, 1996;
- Michael O'Bree has been Vice-President, Internal Audit of the Corporation since October 1, 1996; prior to that date, he had been Controller of the Bombardier Aerospace Regional Aircraft Division from March 1, 1995 to September 30, 1996; and previously he had been Vice-President, Internal Audit of the Corporation since 1989;
- Barry J. Olivella has been Vice-President, Special Projects of the Corporation since February 1, 1999; prior to this date, he was Vice-President, Acquisitions and Strategic Alliances of the Corporation since April 1990;
- Jean Paré has been Vice-President, Financial Reporting of the Corporation since October 18, 1999; prior to that date, he had been a partner of Ernst & Young since 1990;

- James E. Perella has been the Chairman of the Board of Directors of Ingersoll-Rand Company since October 1st, 1999; previously, he was its Chairman and Chief Executive Officer since April 1999; from November 1993 to April 1999, he had been its Chairman, President and Chief Executive Officer;
- Ingeborg Rittweiler has been Vice-President, Six Sigma of the Corporation since April 1, 1999; prior to that date, she had been Vice-President, Six Sigma of Bombardier Aerospace since December 8, 1997; she had previously been Director, Six Sigma of Bombardier Aerospace since February 1, 1997; prior to that date, she had been Director, Quality Assurance of Bombardier Aerospace since March 5, 1994;
- Jacques Savard has been Vice-President and Controller of the Corporation since April 1, 1999; prior to that date, he had been Vice-President, Finance and Information Technologies of Bombardier Recreational Products since March 1, 1997; he had previously been Vice-President, Finance of Bombardier Aerospace since July 1996 after having been Vice-President, Finance of Short Brothers plc since April 4, 1994;
- Marie-Claire Simoneau has been Executive Assistant to the Chairman since February 1, 1999; prior to that date, she was Executive Assistant to the Chief Executive Officer since April 21, 1986;
- Richard T. Sloan has been Vice-President and General Manager, Structured Finance of the Corporation since July 1, 1996; prior to that date, he was Vice-President and General Manager, Structured Finance Unit of Bombardier Capital Inc. since January 1, 1994; and
- François Thibault has been Vice-President, Acquisitions of the Corporation since August 2, 1999; from May 1995 to July 1999, he was Director of Treasury, and Director of Corporate Development at G.T.C. Transcontinental Group Ltd.; prior to that date, he had been Manager, Financial Planning at BCE Inc.

## **Item 9 Additional Information**

Additional information, including remuneration of directors and officers, loans to directors and officers, principal holders of the Corporation's securities, as well as stock options and interest of insiders in material transactions is, where applicable, contained in the Corporation's management proxy circular for its most recent annual meeting of shareholders at which directors were elected. Additional financial information, including comparative consolidated audited financial statements, is provided in the Corporation's Annual Report to shareholders for the fiscal year ended January 31, 2000. Copies of these documents may be obtained free of charge upon request from the Public Relations Department, 800 René-Lévesque Boulevard West, Montréal, Québec H3B 1Y8.

In addition, when the securities of the Corporation are in the course of a distribution pursuant to a short form prospectus or when a preliminary short form prospectus has been filed, the following documents may be obtained free of charge from the Public Relations Department of the Corporation:

- (i) one copy of the Annual Information Form, together with one copy of any document or portion thereof incorporated by reference therein;
- (ii) one copy of the comparative financial statements of the Corporation for its most recently completed fiscal year together with the report of the auditors thereon and one copy of any interim financial statements of the Corporation subsequent to the financial statements for its most recently completed fiscal year;
- (iii) one copy of the Corporation's management proxy circular for its most recent annual meeting of shareholders which involved the election of directors; and
- (iv) one copy of any other document that is incorporated by reference in the preliminary short form prospectus or the short form prospectus.

At any other time, one copy of the documents referred to in subparagraphs (i), (ii) and (iii) above will be provided free of charge upon request to the Public Relations Department or by consulting Bombardier's web site at [www.bombardier.com](http://www.bombardier.com).