

SELECTED FINANCIAL INFORMATION

Bombardier Aerospace

Total aircraft deliveries

| (in units) | Three-month periods ended September 30 | | Nine-month periods ended September 30 | |
|---------------------|--|------|---------------------------------------|------|
| | 2014 | 2013 | 2014 | 2013 |
| Business aircraft | 45 | 36 | 126 | 120 |
| Commercial aircraft | 26 | 9 | 62 | 34 |
| Amphibious aircraft | — | — | 1 | 1 |
| | 71 | 45 | 189 | 155 |

Total aircraft net orders

| (in units) | September 30, 2014 | | | September 30, 2013 | | |
|----------------------------------|--------------------|---------------|------------|--------------------|---------------|------------|
| | Gross orders | Cancellations | Net orders | Gross orders | Cancellations | Net orders |
| Three-month periods ended | | | | | | |
| Business aircraft | 36 | (15) | 21 | 37 | (14) | 23 |
| Commercial aircraft | 55 | — | 55 | 3 | — | 3 |
| | 91 | (15) | 76 | 40 | (14) | 26 |
| Nine-month periods ended | | | | | | |
| Business aircraft | 132 | (35) | 97 | 138 | (41) | 97 |
| Commercial aircraft | 117 | (1) | 116 | 50 | (11) | 39 |
| Amphibious aircraft | 2 | — | 2 | — | — | — |
| | 251 | (36) | 215 | 188 | (52) | 136 |

Book-to-bill ratio⁽¹⁾

| | Three-month periods ended September 30 | | Nine-month periods ended September 30 | |
|---------------------|--|------|---------------------------------------|------|
| | 2014 | 2013 | 2014 | 2013 |
| Business aircraft | 0.5 | 0.6 | 0.8 | 0.8 |
| Commercial aircraft | 2.1 | 0.3 | 1.9 | 1.1 |
| | 1.1 | 0.6 | 1.1 | 0.9 |

⁽¹⁾ Defined as net orders received over aircraft deliveries, in units.

Order backlog

| (in billions of dollars) | As at | |
|---|--------------------|-------------------|
| | September 30, 2014 | December 31, 2013 |
| Aircraft programs | \$ 34.7 | \$ 33.9 |
| Long-term maintenance and spares support agreements | 2.8 | 2.9 |
| Military Aviation Training | 0.4 | 0.5 |
| | \$ 37.9 | \$ 37.3 |

Bombardier Transportation

Revenues by geographic region

| | Three-month periods ended September 30 | | | | Nine-month periods ended September 30 | | | |
|----------------------------------|--|-------|----------|-------|---------------------------------------|-------|----------|-------|
| | 2014 | | 2013 | | 2014 | | 2013 | |
| Europe ⁽¹⁾ | \$ 1,621 | 69 % | \$ 1,352 | 66 % | \$ 4,743 | 68 % | \$ 4,197 | 67 % |
| North America | 310 | 13 % | 387 | 19 % | 1,134 | 16 % | 1,152 | 18 % |
| Asia-Pacific ⁽¹⁾ | 251 | 11 % | 173 | 8 % | 675 | 10 % | 581 | 9 % |
| Rest of world ^{(1) (2)} | 152 | 7 % | 147 | 7 % | 426 | 6 % | 385 | 6 % |
| | \$ 2,334 | 100 % | \$ 2,059 | 100 % | \$ 6,978 | 100 % | \$ 6,315 | 100 % |

⁽¹⁾ For the three- and nine-month periods ended September 30, 2014, the increases in Europe reflect positive currency impacts of \$34 million and \$184 million, respectively, while the increases in Asia-Pacific reflect no currency impact and a negative currency impact of \$26 million, respectively, and the increases in the Rest of world region reflect negative currency impacts of \$1 million and \$17 million, respectively.

⁽²⁾ The Rest of world region includes South America, Central America, Africa, the Middle East and the CIS.

Order intake and book-to-bill ratio

| Order intake (in billions of dollars) | Three-month periods ended September 30 | | Nine-month periods ended September 30 | |
|---------------------------------------|--|--------|---------------------------------------|--------|
| | 2014 | 2013 | 2014 | 2013 |
| Rolling stock | \$ 0.2 | \$ 0.7 | \$ 5.9 | \$ 4.0 |
| Services | 0.7 | 0.2 | 3.9 | 1.5 |
| System and signalling | 0.2 | 0.8 | 1.0 | 1.4 |
| | \$ 1.1 | \$ 1.7 | \$ 10.8 | \$ 6.9 |
| Book-to-bill ratio ⁽¹⁾ | 0.5 | 0.8 | 1.6 | 1.1 |

⁽¹⁾ Ratio of new orders over revenues.

Order backlog

| (in billions of dollars) | As at | |
|--------------------------|--------------------|-------------------|
| | September 30, 2014 | December 31, 2013 |
| Rolling stock | \$ 21.2 | \$ 21.1 |
| Services | 9.6 | 7.4 |
| System and signalling | 3.7 | 3.9 |
| | \$ 34.5 | \$ 32.4 |