

BOMBARDIER

BACKGROUND

Bombardier Regional Aircraft in the Asia-Pacific Region

Canada's Bombardier Aerospace is the leading supplier of aircraft to regional airlines in the Asia/Pacific region, with 227 of its *Q-Series* turboprops and *CRJ* regional jets in service or ordered by 40 operators in 14 countries. These aircraft include 172 turboprops and 55 regional jets.

Bombardier Aerospace – the world's third largest manufacturer of civil aircraft after Boeing and Airbus – has been a major supplier to the region since the first *Dash 8** entered service with Eastern Australia Airlines in 1989.

Q-Series Family

All four *Q Series* models, the 36- to 39-seat *Q100* and *Q200*, the 50- to 56-seat *Q300* and 68- to 78-seat *Q400*, are in service with both airline and non-airline operators in the Asia/Pacific region. The Q means Quiet: all *Q-Series* aircraft have Bombardier's proprietary Noise and Vibration Suppression (NVS) system. This computer-controlled technology greatly reduces the noise and vibration caused by the propellers and results in a *Q Series* cabin environment that is almost as quiet and free of vibration as that of a jet aircraft; under some circumstances, a *Q Series* aircraft cabin is quieter than that of a jet.

While the *Q100* and *Q200* have identical airframes, the *Q200* has more powerful engines for improved performance and better payload capability from short runways, and in hot weather/high altitude airstrip conditions.

Q400: Setting New Standards

With 152 aircraft delivered (as of April 30, 2007) to 19 operators in Europe, Canada, the U.S., and the Asia/Pacific region, the *Q400* has drawn accolades from airlines and passengers alike because of its comfort and economy of operation. The *Q400* has the lowest operating costs of any regional aircraft.

On many routes, *Q400* aircraft have replaced jets, offering similar block speeds. All Nippon Airways in Japan, has ordered 14 74-seat *Q400* aircraft which have replaced larger jets on the routes they fly. The increased use of turboprops on local routes provides the aircraft best-suited to demand and route and increases frequency, ANA has said, adding that the *Q400* is both efficient and economical to operate. The *Q400* has the same flying time on one 121-mile (194 km) route sector as the Boeing 737 it replaced.

Airlines and other operators had placed firm orders for 892 *Dash 8/Q-Series* aircraft with more than 800 delivered.

The *Bombardier CRJ* family

The *Bombardier CRJ* family is the most successful regional aircraft program in the history of the industry, and is the fifth best-selling commercial jet aircraft, having recently outsold the Boeing 747. As of April 30, 2007, firm orders for *CRJ* aircraft numbered 1,538, with 1,423 aircraft delivered.

Ten operators in Australia, India, Japan and the People's Republic of China operate 47 50-seat *CRJ200** and eight 70-passenger *CRJ700* regional jets which include variants of these models.

In addition to the *CRJ200* and *CRJ700*, *Bombardier Aerospace* offers the 88-passenger *CRJ900*. The *CRJ700* and *CRJ900* can be configured for one-, two- or three-class cabin layouts to meet operator requirements.

In February, 2007 *Bombardier* announced the launch of the 100-seat *CRJ1000*. The *CRJ1000* program calls for first flight in mid-2008 and certification and initial deliveries in the fourth quarter of 2009.

In the Spring of 2007, *Bombardier* introduced its next generation regional jets, *the CRJ700 NextGen*, *CRJ900 NextGen* and *CRJ1000 NextGen*. These aircraft have all-new interiors, larger windows, LED lighting and larger bins for carry-on luggage. Compared to earlier models, *NextGen* aircraft have reduced fuel consumption, lower trip operating costs and lower airframe direct maintenance costs.

Family Commonality

All *Q-Series* and all *CRJ* models carry the same aircraft type rating, meaning that pilots can switch between models, leading to substantial cost savings in pilot complement and training. There is also commonality in maintenance, spare parts and ongoing customer support, all of which lead to additional fleet cost savings.

Multi-mission Machines

While the great majority of Bombardier *Dash 8/Q Series* aircraft have been delivered to airlines, their utility and ruggedness has led to their selection for non-airline missions. TenixLADS Corp. of Australia conducts laser depth sounding of the world's oceans with a *Q200*. Surveillance Australia, under contract to Australian Customs, patrols the nation's coastlines from bases at Darwin, Broome and Cairns with five *Dash 8 Series 200* aircraft fitted with state-of-the-art radar and other sophisticated surveillance systems. Surveillance Australia has since ordered three *Q300* aircraft to expand its fleet. In Adelaide, National Jet systems uses five *Dash 8/Q Series* aircraft in support of mining activities. And in Perth, Skippers operates two *Dash 8* aircraft in a similar role. U.S. Customs and Border Protection (CBP), an agency of the U.S. Department of Homeland Security (DHS), also operates *Q200* aircraft on homeland security missions. The Japanese Civil Aviation Bureau has selected a *Q300* for airways and navaid inspection while the Japanese Coast Guard has selected three *Q300* Maritime Patrol Aircraft (MPA).

Other *Dash 8/Q Series* are used for; military navigator training; guided missile test range monitoring; transport of petroleum exploration crews; medical evacuation; aerial fire control and other diversified missions.

Customer Support and Training

Bombardier Aerospace maintains *Q Series* and *CRJ* spares depots at Beijing, China and Sydney, Australia for the fast and efficient delivery of spares to operators in the Asia/Pacific region. Highly skilled Field Service Representatives (FSRs) are located in Australia, Japan and China to assist aircraft operators in problem solving.

Bombardier will officially open a Regional Customer Support office at Tokyo's Haneda Airport in mid-September, 2007. The Office will provide a comprehensive support package encompassing aircraft technical expertise, flight operations assistance and customer account management functions and will replicate the main support functions in Canada.

A *CRJ* and *Q-Series* Spares Depot is scheduled to open at Narita International Airport in the fourth quarter of 2007. The Depot will provide faster and more comprehensive spare parts to airline customers in Japan.

CRJ pilot training in China is provided at Qingdao by the Qingdao Fei Sheng International Aviation Training Corporation. Originally a joint venture of Bombardier Aerospace and Shandong Airlines but now owned exclusively by Shandong, the facility has a CAE Electronics Level D CRJ200/700 full flight simulator, as well as state-of-the-art audio-visual classroom teaching devices. Qantas Airways operates a Dash 8 simulator at Sydney, Australia. Air New Zealand and All Nippon Airways operate Q300 and Q400 simulators respectively.

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