

For the year ended
December 31, 2020

*Annual
information
form
2020*

10 February 2021

BOMBARDIER

NOTES

- (1) In this Annual Information Form, all monetary amounts are expressed in U.S. dollars, unless otherwise indicated. Certain totals, subtotals and percentages may not agree due to rounding.
- (2) *Bombardier, Challenger, Challenger 350, Global, Global 5500, Global 6000, Global 6500, Global 7000, Global 7500, Learjet* are trademarks of Bombardier Inc. or its subsidiaries.
- (3) This Annual Information Form contains references to trademarks of third parties for the purpose of describing Bombardier's competitive environment and the development of its business.
- (4) In this Annual Information Form, the term "Bombardier" means, as required by the context, the Corporation and its subsidiaries on a consolidated basis or the Corporation or one or more of its subsidiaries. The term "Transportation" refers to the Corporation's former rail transportation reportable segment, sold to Alstom Holdings (Alstom) on January 29, 2021, the term "Aviation" refers to the Corporation aviation reportable segment.
- (5) Information is as at December 31, 2020, unless otherwise indicated. Where applicable, information has been provided to reflect the sale of the Transportation business to Alstom, which was completed on January 29, 2021.

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CORPORATE STRUCTURE

INCORPORATION OF THE ISSUER

Bombardier Inc. (the Corporation or Bombardier) was incorporated by letters patent under the laws of Canada on June 19, 1902 and was continued under the *Canada Business Corporations Act* (the CBCA) by a certificate of continuance dated June 23, 1978, which was subsequently the subject of certain amendments. Over the years, the Corporation has filed articles of amendment in order to, among other things, change the structure of its authorized share capital, including to change the rights, privileges, restrictions and conditions attached thereto, reflect various two-for-one stock splits of the Class A shares (multiple voting) (the Class A shares) and Class B shares (subordinate voting) (the Class B subordinate voting shares), and has filed articles of amalgamation to reflect mergers and amalgamations with, among others, various subsidiaries and affiliates.

The head and registered office of the Corporation is located at 800 René-Lévesque Boulevard West, Montréal, Québec H3B 1Y8, Canada. Its telephone number is + 1 (514) 861 9481 and its website is www.bombardier.com.

SUBSIDIARIES

The activities of the Corporation are conducted either directly or through its subsidiaries. The table below lists the principal subsidiaries of the Corporation as at December 31, 2020, as updated to reflect the sale of the Transportation business to Alstom, which was completed on January 29, 2021, as well as their jurisdiction of incorporation and the percentage of voting shares held directly or indirectly by the Corporation. Certain subsidiaries whose total assets did not represent more than 10% of the Corporation's consolidated assets or whose revenues did not represent more than 10% of the Corporation's consolidated revenues as at and for the fiscal year ended December 31, 2020⁽¹⁾, have been omitted. The subsidiaries that have been omitted represent, as a group, less than 20% of each of the consolidated assets and the consolidated revenues of the Corporation as at and for the fiscal year ended December 31, 2020 (as updated to reflect the sale of the Transportation business).

Aviation	
Bombardier Aerospace Corporation (Delaware)	100%
Bombardier Aerospace Germany GmbH (Germany)	100%
Bombardier Services Corporation (Delaware)	100%
Bombardier Services (UK) Limited (England)	100%
Learjet Inc. (Kansas)	100%

⁽¹⁾ Based on the Corporation's consolidated financial statements for the fiscal year ended December 31, 2020 filed on SEDAR (www.sedar.com) on February 11, 2021.

GENERAL DEVELOPMENT OF THE BUSINESS

GENERAL

Having completed the sale of its Transportation business to Alstom on January 29, 2021, the Corporation is now focusing on its business aircraft activities under one reportable segment: Aviation. The Corporation is present in more than 12 countries including production/engineering sites and its customer support network. The Corporation supports a worldwide fleet of approximately 4,900 aircraft in service with a wide variety of multinational corporations, charter and fractional ownership providers, governments and private individuals.

For a description of the sale by the Corporation of its Transportation business, please refer to the subsection "History" below, including under "Developments subsequent to December 31, 2020".

HISTORY

The main business developments of the Corporation and its most significant transactions during the past three years are as described below.

On March 23, 2018, Bombardier completed a bought deal public offering of Class B subordinate voting shares for gross proceeds of Cdn\$638.4 million. The net proceeds of the offering were used to supplement Bombardier's working capital and for general corporate purposes.

On April 25, 2018, Transportation announced that it had signed a framework agreement with the Brussels Intercommunal Transportation Company to supply up to 175 Bombardier FLEXITY trams. The total amount of the framework contract was valued up to approximately €480 million (then \$586 million). The first firm order under this framework contract, also signed on April 24, 2018 was for 60 FLEXITY trams and was valued at approximately €169 million (then \$206 million).

On May 27, 2018, Aviation unveiled two additions to its business jet fleet: the *Global 5500* and *Global 6500* aircraft, with class-leading ranges of 5,700 and 6,600 nautical miles, respectively, top speeds of Mach 0.90 and Bombardier's smooth ride technology. Further, on May 28, 2018, Business Aircraft announced that the *Global 7000* surpassed commitments during flight testing and would be known from then on as the *Global 7500*.

On June 7, 2018, Bombardier completed the sale of its Downsview, Ontario property to the Public Sector Pension Investment Board (PSP Investments) for approximately \$635 million.

On June 11, 2018, Transportation announced that LAX Integrated Express Solutions (LINXS), of which it is a member with a ten percent share, had finalized a contract with Los Angeles World Airports to design, build, finance, operate and maintain an automated people mover system at Los Angeles International Airport (LAX). LINXS attributed two contracts to joint ventures (JVs): one for the design-build portion and one (of which Bombardier had a 55 percent share) for the operations and maintenance portion. The aggregate value of these contracts for Bombardier, including through its share in LINXS, is approximately \$1.025 billion.

On July 16, 2018, Aviation announced that Transport Canada (TC) had awarded the *Challenger 350* aircraft its steep approach certification, allowing operators to perform landings under strict conditions, including at the short runway of London City Airport.

On July 26, 2018, Transportation announced that it had signed a contract with Singapore's Land Transport Authority. The contract's scope covered the supply of 396 Bombardier MOVIA metro cars for passenger services on the high-capacity North-South and East-West Mass Rapid Transit lines. The contract was valued at approximately SGD827 million (then \$607 million). The contract included an option for long-term service support, and if exercised by SMRT Corporation Ltd, the total contract could be worth up to SGD1.2 billion (then \$881 million).

On September 12, 2018, Transportation presented the new battery-operated, emission-free, energy-efficient and low-noise Bombardier TALENT 3 electro-hybrid train, the first of its kind to enter into passenger operation in Europe in over 60 years.

On September 28, 2018, Aviation announced that its flagship *Global 7500* aircraft was awarded TC Type Certification. On November 7, 2018, Bombardier announced that the *Global 7500* aircraft received FAA certification and on December 20, 2018, it entered into service. The *Global 7500* received the EASA certification on February 7, 2019.

On September 28, 2018, Bombardier announced that HK Bellawings Jet Limited, a leading aircraft management company based in Hong Kong, had firmed up an order for four *Global 6500* and two *Global 7500* business jets, with options for 12 *Global* aircraft. The transaction for the firm order was valued at approximately \$370 million, based on the 2018 list prices for typically equipped aircraft. The value could increase to \$1.142 billion with all options exercised. On April 14, 2019, Business Aircraft announced that HK Bellawings Jet Limited confirmed that four more *Global 7500* aircraft would be part of the firm purchase of its order of four *Global 6500* and two *Global 7500* made in September 2018, which brought the total of firm aircraft orders to 10. This order was valued to approximately \$291 million, based on the 2019 price list.

On October 3, 2018, Bombardier announced the opening of a new service center at the Miami-Opa Locka Executive Airport in Miami-Dade County, Florida.

On November 8, 2018, Bombardier announced definitive agreements providing for the sale of a number of non-core assets, including (i) the sale of the Q Series aircraft program and de Havilland trademark to a wholly-owned subsidiary of Longview Aviation Capital Corp. (which transaction closed on June 3, 2019); and (ii) the sale of Business Aircraft's flight and technical training activities to CAE and the monetization of royalties (which transaction was completed on March 14, 2019). Net proceeds from these transactions were expected to be approximately \$900 million (after the assumption of certain liabilities, fees, and closing adjustments). Bombardier also launched a new enterprise-wide productivity program to further streamline, lean out and simplify the Corporation, and the launch of a company-wide restructuring initiative focused on optimizing production and management processes, flattening management structures and further reducing indirect costs. Collectively, these actions would result in a reduction of approximately 5,000 positions across the organization over the following 12 to 18 months, expected to lead to annualized savings of approximately \$250 million at full run rate by 2021.

On January 9, 2019, Transportation announced that it had signed a contract for 113 Multilevel III commuter rail cars with the New Jersey Transit Corporation. The contract was valued at \$669 million and included options for up to 886 additional cars.

On February 6, 2019, Bombardier completed the acquisition of the *Global 7500* wing program from Triumph Group Inc. for a nominal cash consideration.

On March 7, 2019, Bombardier announced that it successfully closed its offering of \$2 billion aggregate principal amount of new Senior Notes due April 15, 2027, which carry a coupon of 7.875% per annum and were sold at 99.2460% of par.

On March 15, 2019 and March 29, 2019, Bombardier announced the purchase of €353,055,000 aggregate principal amount and €12,960,000 aggregate principal amount, in each case of its 6½% Senior Notes due 2021, which represented, in the aggregate, approximately 46.93% of the aggregate principal amount of such 6½% Senior Notes outstanding prior to its previously-announced cash tender offer.

On April 5, 2019, Bombardier announced that it redeemed all of its outstanding 7¾% Senior Notes due 2020.

On March 29, 2019 and April 11, 2019, Bombardier announced the purchase of \$382,148,000 aggregate principal amount and \$313,000 aggregate principal amount, in each case of its 8.750% Senior Notes due 2021, which represents, in the aggregate, approximately 27.32% of the aggregate principal amount of such 8.750% Senior Notes outstanding prior to its previously-announced tender offer.

On May 2, 2019, Bombardier announced that it was consolidating its aerospace assets into a single, streamlined, and fully integrated Bombardier Aviation business unit. As it moved to optimize its global manufacturing footprint, the Corporation also announced that it would pursue the divestiture of the Belfast and Morocco aerostructures

businesses. On October 30, 2020, supporting Bombardier's strategic decision to reposition itself as a pure-play business aircraft company, Spirit AeroSystems Holding, Inc. (Spirit) acquired Bombardier's former activities in Belfast (United Kingdom) and Casablanca (Morocco); and its aerostructures maintenance, repair and overhaul (MRO) facility in Dallas (United States) in exchange for cash consideration of \$275 million, Spirit's assumption of liabilities, including government refundable advances, pension obligations, as well as certain adjustments to the parties' trading agreements favourable to Bombardier. The total transaction value was approximately \$1.2 billion.

On May 15, 2019, Bombardier announced the signature of an agreement with JETEX for the establishment of a new Line Maintenance Station in Dubai, further complementing the tip-to-tail maintenance services provided by Bombardier's Service and Support Network in the Middle East and around the globe.

On May 27, 2019, Transportation announced that it had been awarded a contract to supply and operate two monorail lines in Cairo, Egypt with its share valued at \$2.64 billion. This award leverages Transportation's INNOVIA monorail platform through an integrated offering of rolling stock and systems, signalling and services solutions. This project re-uses the platform operating in Sao Paulo, Brazil, since 2014 and currently under construction in Bangkok, Thailand and Wuhu, China.

On July 2, 2019, Bombardier unveiled the *Learjet 75 Liberty*. The *Learjet 75 Liberty* will be offered at a list price of \$9.9 million, which value proposition represents a new frontier for the Learjet brand, with first deliveries expected in 2020.

On September 24, 2019, Bombardier announced that the *Global 5500* and *Global 6500* business jets, were awarded TC Type Certification and on October 15, 2019, Bombardier announced that the *Global 5500* and *Global 6500* business jets received EASA certification and on December 23, 2019 Bombardier announced that they received the FAA certification.

On October 1, 2019, Bombardier announced the entry-into-service of the *Global 6500* business jet.

On December 4, 2019, Bombardier announced that it signed a long-term lease agreement with the Greater Toronto Airports Authority (GTAA) to build its Global Manufacturing Centre located at Toronto Pearson International Airport.

On January 1, 2020, Transportation announced that its Chinese joint venture, Bombardier Sifang (Qingdao) Transportation Ltd. (BST), was awarded a contract from the China State Railway Group Co., Ltd. to supply 160 CR400AF cars. The total contract, signed on December 31, 2019, was valued at approximately 2.97 billion CNY (then \$427 million). Transportation owns 50 per cent of the shares in BST, which is consolidated by Transportation's partner CRRC Sifang Rolling Stock Co., Ltd.

On February 12, 2020, the Corporation concluded the sale of its remaining interests in Airbus Canada Limited Partnership to Airbus SE (Airbus) and Investissement Québec, supporting the Corporation's strategic decision to focus on its business aircraft franchise while improving the Corporation's liquidity. With this transaction, the Corporation received proceeds of \$591 million from Airbus, net of adjustments, of which \$531 million was paid upon closing. In addition, the Corporation was released from all future funding obligations related to the partnership for 2020 and 2021. As part of the transaction, Airbus, via its wholly owned subsidiary Stelia Aerospace, also acquired the A220 and A330 work package production capabilities in Saint-Laurent, Québec from Bombardier. Finally, the agreement provided for the cancellation of 100,000,000 Bombardier warrants owned by Airbus.

On March 11, 2020, Bombardier announced that Éric Martel had been appointed President and Chief Executive Officer, and a member of the Bombardier Board of Directors, effective April 6, 2020 in replacement of Alain Bellemare.

On March 24, 2020, Bombardier announced that in support of the mandates from the Governments of Quebec and Ontario to help slow the spread of the COVID-19 pandemic, it suspended all non-essential work at most of its Canadian based operations until April 26, 2020, inclusively. This suspension included Bombardier's aircraft and rail production activities in the provinces of Quebec and Ontario and resulted in an overall lower level of production activity and deliveries for the second quarter of 2020. Employees impacted by these temporary shutdowns were placed on furlough, as were corporate office employees whose support functions were less critical in the short-term. Bombardier also suspended its 2020 financial outlook as it evaluated the impact of temporarily closing its Canadian operations, as well as other actions being taken in response to the COVID-19 pandemic.

On April 28, 2020, Bombardier announced that it had begun the process of recalling most of its Canadian based employees who were placed on furlough following government mandates enacted to slow the spread of COVID-19. Suspended manufacturing and service activities gradually resumed as of May 11, 2020. Bombardier also announced that it would utilize the Canada Emergency Wage Subsidy program for the benefit of eligible employees in Canada.

On June 1, 2020, Bombardier completed its previously announced sale of the CRJ Series aircraft program to Mitsubishi Heavy Industries, Ltd (MHI) for a cash consideration of approximately \$550 million, subject to post-closing adjustments and the assumption of liabilities by MHI related to credit and residual value guarantees and lease subsidies amounting to approximately \$200 million (the CRJ Transaction). Under the agreement, the Corporation's interest in the Regional Aircraft Securitization Program (RASPRO) will be transferred to MHI. Through this sale, MHI also acquired the maintenance, support, refurbishment, marketing, and sales activities for the CRJ Series aircraft, including the related services and support network located in Montréal, Québec, and Toronto, Ontario, and its service centres located in Bridgeport, West Virginia, and Tucson, Arizona, as well as the type certificates.

On June 5, 2020, Aviation announced that it would adjust its workforce to align with current market conditions reflecting the extraordinary industry interruptions and challenges caused by COVID-19 and made the decision to reduce its workforce by approximately 2,500 employees. The majority of these reductions impacted manufacturing operations in Canada and were carried out progressively throughout 2020. Despite the consequences of the COVID-19 pandemic on its manufacturing operations, Bombardier's worldwide customer service operations have continued to operate largely uninterrupted throughout the pandemic.

On June 25, 2020, Bombardier announced the entry-into-service of the long-range Global 5500 business jet.

On July 27, 2020, Aviation announced the extension of its worldwide customer support offerings through enhanced structural repair capabilities for its worldwide fleet of business jets. Bombardier's structural repair offerings are a collaborative effort with The Mobile Repair Team, a company which specializes in the completion of aircraft structural repairs worldwide.

On August 10, 2020, Hitachi Rail SpA and Transportation announced that they had signed a contract with Italy's primary train operator Trenitalia to supply 23 Frecciarossa 1000 very high-speed (VHS) trains for the new Intermodalidad de Levante (ILSA) rail operation, a joint venture established by Trenitalia and Operador Ferroviario de Levante SL. The contract value was €797 million (then \$943 million) in a partnership involving company participation of approximately 60 per cent and 40 per cent respectively.

On August 19, 2020, Bombardier announced the closing of a three-year senior secured term loan of up to \$1.0 billion (the Facility) with HPS Investment Partners, LLC (HPS), acting as administrative agent, collateral agent and the lead lender for a group that included investment funds and accounts managed by HPS and Apollo Capital Management, L.P., or their respective affiliates, and other funds managed by Ares Management LLC.

On September 16, 2020, Bombardier announced that it had signed a definitive Sale and Purchase Agreement (SPA), with Alstom and CDPQ for the sale of its Transportation business to Alstom, following the previously announced Memorandum of Understanding (MOU) entered into on February 17, 2020. Under the SPA, Bombardier and CDPQ would sell their interests in Transportation to Alstom on the basis of an enterprise value of \$8.4 billion (then €7.15B). On December 1, 2020, Bombardier and Alstom announced that all necessary regulatory approvals required to complete the sale of Transportation to Alstom had been received. For more information regarding the closing of the transaction, which took place on January 29, 2021, please refer to the subsection "Development subsequent to December 31, 2020" below.

On October 1, 2020, Bombardier announced that it had begun the process of streamlining its senior leadership team as it transitioned to a pure-play business jet company. As part of this process, the Corporation has eliminated the Aviation president role and announced that David Coleal would depart the Corporation.

On October 6, 2020, Bombardier announced that the newest addition to its diverse business jet portfolio, the *Learjet* 75 Liberty light jet, was now in service with the first delivery to long-time Learjet operator Alex Lyon & Son, an auctioneering firm that operates throughout the United States and beyond.

As announced on October 13 and October 27, 2020, Bombardier further advanced its aftermarket growth strategy, with the expansion of its service network in Singapore by expanding capabilities and hangar space at its Singapore Service Centre with a new collaboration with Jetex aimed at establishing fixed-base operator (FBO) and ground

handling systems at the Seletar Aerospace Park in Singapore, and in Melbourne, Australia with the development of a new service centre at Essendon Fields Airport in Melbourne. The collaboration with Jetex brings the Bombardier Singapore Service Centre into the worldwide Jetex private terminal and ground handling network, with access to the company's international flight planning and trip support services whereas the new OEM-operated Melbourne Service Centre, slated to be operational in 2022, will boost Bombardier's customer service footprint in the Asia-Pacific region by some 50,000 square feet.

On November 30, 2020, Bombardier announced the appointment of Barton (Bart) Demosky as Executive Vice President and Chief Financial Officer, effective immediately. Bart reports to Éric Martel, President and Chief Executive Officer, replacing John Di Bert.

On December 3, 2020, Bombardier announced the appointment of Annie Torkia Lagacé as Senior Vice President, General Counsel and Corporate Secretary, effective immediately. Annie reports to Éric Martel, President and Chief Executive Officer, replacing Steeve Robitaille who remained with the Corporation in the role of Senior Vice President, Strategic Projects through the completion of the sale of Transportation to Alstom.

On December 16, 2020, Transportation announced a new order for a framework agreement with the Berliner Verkehrsbetriebe (BVG) for the delivery of up to 117 Bombardier Flexity trams and their spare parts supply for up to 32 years. The total amount of the framework contract was valued up to around €571 million (then \$693 million). At the same time, the BVG placed an initial firm order for 20 trams and their spare parts supply for up to 32 years. This call-off was valued at around €115 million (then \$140 million).

On December 21, 2020, Bombardier announced that a consortium comprising Transportation and Alstom received a new order to supply 204 double-deck M7-type multifunctional coaches to the Société Nationale des Chemins de Fer Belges (SNCB). The contract was valued at approximately €445 million (then \$546 million). This order was part of the 2015 framework agreement to supply up to 1,362 M7 cars to SNCB.

In addition, on the same day, Transportation announced that it had signed a contract with TransLink for 205 new rail cars for the SkyTrain network in Vancouver. The modern 5-car trains will provide additional capacity to meet the region's current and future transportation needs. The contract was valued at \$CA721 million (then 565 million US).

On December 22, 2020, Transportation announced an order for 33 BOMBARDIER OMNEO Regio 2N trains, from SNCF on behalf of the Hauts-de-France region. This new order amounted to approximately €565 million (then \$688 million), including price escalations based on best faith assessment of assumptions, and was part of the framework agreement signed with SNCF in 2010 to provide a maximum of 860 OMNEO Regio 2N trains to the French regions.

Developments subsequent to December 31, 2020

On December 31, 2020, Bombardier acquired from Lufthansa Technik AG and ExecuJet Aviation Group AG all of the issued and outstanding shares of Lufthansa Bombardier Aviation Services (LBAS) that it did not already own. This transaction enables Bombardier to further expand its worldwide customer service network, as part of its aftermarket growth strategy, by establishing a wholly-owned service centre in Berlin. For further information, reference is made to Note 32 "Acquisition" of the Corporation's consolidated financial statements for the fiscal year ended December 31, 2020 filed on SEDAR (www.sedar.com) on February 11, 2021, which Note is incorporated by reference into this Annual Information Form.

On January 29, 2021, Bombardier announced the closing of the sale of its Transportation business to Alstom. The total proceeds of the sale after the deduction of debt-like items and transferred liabilities were approximately \$6.0 billion. After deducting CDPQ's equity position of \$2.5 billion, transaction costs, and the impact of the minimum cash adjustment mechanism based on Transportation's cash position at the end of 2020 and other contractual adjustments, Bombardier's net proceeds were approximately \$3.6 billion. This amount includes \$488 million of cash from the redemption of equity and the reimbursement of a \$125 million loan by Transportation, settled in conjunction with the transaction closing. Net proceeds also included approximately \$600 million of Alstom shares (€500 million representing 11.5 million shares for a fixed subscription price of €43.465 per share), monetizable starting in late April 2021. Proceeds from the transaction were lower than previous estimates as a result of Transportation's lower than expected cash generation in the fourth quarter due in part to unfavorable market conditions, as well as disagreements between the parties as to certain adjustments.

NARRATIVE DESCRIPTION OF THE BUSINESS

BUSINESS OVERVIEW

As mentioned under “General Development of the Business – History”, Bombardier completed the sale of its Transportation business to Alstom on January 29, 2021. The description of the Corporation’s reportable segment and business overview contained herein gives effect to the completion of such sale, as a result of which Aviation is now the Corporation’s sole reportable segment.

For further information on the Corporation’s former Transportation business, reference is made to Note 31 “Discontinued Operations” of the Corporation’s consolidated financial statements for the fiscal year ended December 31, 2020 filed on SEDAR (www.sedar.com) on February 11, 2021, which Note is incorporated by reference into this Annual Information Form.

Aviation

Aviation designs, develops, manufactures, markets and provides aftermarket support for three families of business jets - *Learjet*, *Challenger* and *Global*.

Following completion of the CRJ Transaction on June 1, 2020, the CRJ production facility in Mirabel, Québec remains with Bombardier and Aviation continues to supply components and spare parts for the CRJ. Aviation also assembles the CRJ backlog on behalf of MHI RJ and CRJ production is expected to conclude in the first quarter of 2021, following the delivery of the current backlog of aircrafts.

Aviation

For a list of the Corporation’s principal subsidiaries that fall within Aviation, see “Item 1 - Corporate Structure, section 1.2 - Subsidiaries”.

Aviation has production and engineering sites in Canada (Montréal and Toronto), the United States (Wichita and Red Oak) and Mexico (Querétaro) and an international service and support network in several countries around the world.

The global headquarters of Aviation are located in Dorval, Québec, Canada.

Market Segments

Information about products and services offered by Aviation can be found in the section entitled “Aviation - Profile” of the Corporation’s Management’s Discussion and Analysis included in its financial report for the fiscal year ended December 31, 2020, which may be viewed on SEDAR at www.sedar.com (the “MD&A”), which section is incorporated by reference herein.

Principal Markets

Aviation’s customers are located worldwide and are primarily civil owner-operators or aviation service providers. For the financial year ended December 31, 2020, the majority of Aviation’s revenues were generated in North America. The market comprised of Europe, Russia and the Commonwealth of Independent States (CIS), was in second position in terms of revenues generated, while the market in Middle East & Africa captured the third position. Through its Specialized Aircraft group, Aviation also supports the needs of governments and other special mission providers around the world by adapting its class-leading jets to cover a broad range of mission types.

Distribution Methods

Aircraft ordered by customers are delivered by the Corporation or its subsidiaries. All marketing of Aviation products is provided through the Corporation's office in Dorval. Sales of the Corporation's Aviation products are done through various sales offices of the Corporation or its subsidiaries. In the Americas, these offices are located in Dorval, Dallas and Wichita. For Asia, Africa and the Middle East, such offices are maintained in Dubai, Singapore, Hong Kong and Beijing. Parts are available from two main parts distribution hubs in Chicago and in Frankfurt, which are complemented by regional depots in Sydney, San Luis Aposto (California), Hong Kong, Singapore, and Dubai. Maintenance services are also available through service centres located in the United States, Europe and the Asia-Pacific, including a facility in China, as well as various line maintenance facilities and third party authorized service facilities throughout the world.

Impacts of COVID-19

The COVID-19 pandemic has negatively impacted the global economy, disrupted global supply chains and created significant economic uncertainty and disruption of financial markets. Information about the impact of the COVID-19 pandemic on the operations of Aviation in 2020 can be found in the section entitled "Impacts of Covid-19 pandemic" of the Corporation's MD&A, which section is incorporated by reference herein.

Competition

In addition, Aviation faces rigorous competition from a variety of competitors comprising both global players with a broad product and service portfolio and regional competitors with a narrower product focus, including, principally, Gulfstream, Dassault, Cessna, Embraer and Pilatus.

Aviation Estimated Market Share by Units Delivered and Revenues

For the three-year period ended December 31, 2020, Aviation captured 25% of the market share, making it the market leader, based on the number of business aircraft units delivered⁽¹⁾.

⁽¹⁾ Source: Based on Aviation's estimates, competitors' public disclosure, the General Aviation Manufacturers Association (GAMA) shipment reports, Ascend Flight Global and Business and Commercial Aviation Magazine list prices.

For the three-year period ended December 31, 2020, Aviation captured 31% of the market share, ranking second, based on revenues⁽²⁾.

⁽²⁾Source: Based on Aviation's estimates, competitors' public disclosure, the GAMA shipment reports, Ascend Flight Global and Business and Commercial Aviation Magazine list prices.

New Products and Product Development

Information about Aviation's new products and product development can be found in the section entitled "Aviation - Analysis of Results" of the Corporation's MD&A, which section is incorporated by reference herein.

Aviation Production Methods

Aviation products are manufactured in its production facilities located in Canada (Montréal and Toronto), the United States (Wichita and Red Oak) and Mexico (Querétaro). Operations conducted in those facilities vary from manufacturing and assembly of aircraft components and parts to final aircraft assembly, interior finishing, painting and pre-flight activities.

The raw materials, components, items and systems required to manufacture aircraft and aerostructures and system components are procured from suppliers around the world and vary from product to product. Most of these materials, components and systems are provided by suppliers with which Bombardier has long-term contracts.

Bombardier seeks long-term relationships with major direct and indirect suppliers for the delivery of materials, major systems and components to build and deliver aircraft and support customers with related services. Within its supply chain, Bombardier has built relationships with suppliers worldwide in production, indirect goods and services and aftermarket.

SEGMENTED DISCLOSURE

For information on the Corporation's revenues allocated by country (based on the location of the customer) and revenues by reportable segment (including the Corporation's former Transportation reportable segment), reference is made to Note 5 of the Corporation's consolidated financial statements for the fiscal year ended December 31, 2020 filed on SEDAR (www.sedar.com) on February 11, 2021, which Note is incorporated by reference into this Annual Information Form.

AGREEMENTS RELATED TO THE USE OF CERTAIN TECHNOLOGIES

Some operations of Bombardier are conducted under agreements, which allow the Corporation to use certain technical data and information related to products or technologies developed by others. The most important of these agreements was signed on December 22, 1986 (the CFC Agreement), with Cartierville Financial Corporation Inc. (CFC), a wholly-owned subsidiary of Canada Development Investment Corporation, in turn wholly-owned by the Canadian federal government, under which Canadair Limited obtained a license granting it the right to use and exploit the technology related to the design of the *Challenger* aircraft and to use and incorporate this technology in the manufacture, development, testing, sale, distribution, maintenance and support of *Challenger* aircraft and any other related product worldwide. The initial term of the CFC Agreement was 21 years; however, the Corporation (as successor in interest to Canadair Limited) had the option to renew the CFC Agreement for three additional consecutive periods of 21 years each. The first of such options was exercised during the 2007 fiscal year. In consideration of the rights thus granted to it, the Corporation paid CFC a lump sum of Cdn \$20 million in 1988, less an amount equal to certain royalties paid, in lieu of the royalties provided for under the CFC Agreement.

ENVIRONMENTAL, SOCIAL AND GOVERNANCE (ESG) CONSIDERATIONS

Approach to Sustainability

Sustainability is an integral part of the Corporation's enterprise strategy. The Corporation focuses its execution in the following areas: product innovation, customer experience, operational efficiency, people, health, safety and environment, corporate citizenship and governance. Underpinning these focus areas are the Corporation's core values - integrity, respect for others and commitment to excellence - as well as its Code of Ethics and its commitment to the United Nations Global Compact.

In 2007, Bombardier signed the United Nations Global Compact, the world's largest corporate citizenship and sustainability initiative, and published its first sustainability roadmap. It has since then continued to implement sustainability actions and report on its progress. The Corporation is committed to actively promoting the United Nations Global Compact's 10 fundamental principles on human rights, labour, the environment and anti-corruption through its strategies, policies and procedures and across its operations. As a signatory, Bombardier also endorses the United Nations' 17 Sustainable Development Goals and focuses its efforts and activities most specifically on six of them:

- Goal 8: Decent work and economic growth;
- Goal 9: Industry innovation and infrastructure;
- Goal 11: Sustainable cities and communities;
- Goal 12: Responsible consumption and production;
- Goal 13: Climate action;
- Goal 17: Partnerships for the goals.

Bombardier's commitment to the United Nations Global Compact, as well as its considerations of ESG factors are translated in its policies and codes, including the below:

- Code of Ethics;
- Health, Safety and Environment Policy;
- Supplier Code of Conduct;
- Quality Policy;
- Product Safety Policy;
- Employment Equity Policy;
- Anti-Corruption Policy and Gift and Entertainment Directive;
- Reporting and Non-Retaliation Policy;
- Third-Party Due Diligence Policy;
- Workplace Harassment Policy;
- Data Privacy Policy;
- Donations, Sponsorships and Memberships Policy; and
- Human Rights Statement.

In 2020, the Corporation received external recognition for its sustainability performance. It was listed in the Carbon Clean 200 List by Corporate Knights and As You Sow as it continued to drive innovative and sustainable practices within its business. It was also nominated as one of Corporate Knights' 2020 Best 50 Corporate Citizens in Canada, a benchmark indicator of sustainability. In January 2020, Bombardier was listed in Corporate Knights' Global 100 Most Sustainable Corporations in the World Index. These awards reflect Bombardier's continued investments in building advanced and efficient products and reinforces the Corporation's belief that its performance in sustainability is fundamental to its long-term business success.

Product Innovation

Bombardier's procedures and operations are also reflective of its commitment to ESG factors. Indeed, environmental sustainability constitutes a fundamental guiding principle of product innovation for both of Aviation and Transportation. In 2020, the Corporation continued to actively integrate sustainability into its design and operations through several actions including:

- using eco-design approach to help optimize the environmental performance of aircraft and rail solutions throughout their life cycle;
- increasing the adoption and availability of sustainable aviation fuel (SAF) in business aviation, including securing SAF supply at its Montreal facility to be deployed to customers upon aircraft delivery;
- participating in four industry-wide SAF demonstrations; and
- developing new environmentally-conscious rail innovations such as the new battery-powered TALENT 3 train.

On June 30, 2020, Aviation and the International EPD® System, an environmental declaration program operator based in Sweden, announced the publication of the Environmental Product Declaration (EPD) for Bombardier's Global 7500 aircraft jet. The International EPD® System is a program for voluntary and transparent communication of the life cycle environmental impact of goods and services. The *Global 7500* aircraft EPD is third-party verified to the highest international ISO standards. It discloses fully transparent environmental information about the product's life cycle, such as CO₂ emissions, noise, water consumption and other key environmental impact indicators. The publication of the *Global 7500* aircraft EPD is an important milestone in the advancement of Aviation's overarching environmental sustainability strategy, which encompasses increasing the adoption of Sustainable Aviation Fuels (SAF), reducing CO₂ footprint, enhancing aircraft recyclability, and sustainably sourcing, all as a part of its eco-design approach and in support of industry-wide carbon reduction goals. The Bombardier eco-design team applied its product innovation life cycle process throughout the development of the *Global 7500* aircraft to minimize the jet's impact on the environment, from the design and manufacture of the aircraft to end-of-life.

Health, Safety and Environmental Management

The Corporation's products as well as its manufacturing and services activities are subject to health, safety, environmental and social regulations by federal, provincial and local authorities in all jurisdictions in which it operates around the world. The Corporation has established and periodically updates its Health, Safety and Environment policy (the HSE Policy) that defines the Corporation's vision regarding such matters throughout its worldwide operations. Essentially, the Corporation aims to be a leader in health, safety and environment (HSE) preventive culture by building a common foundation of expectations for its people, by limiting risks, and by empowering every employee to take individual responsibility for creating a safe and environmentally-responsible workplace. The HSE Policy anchors the Corporation's commitment to protect its employees from occupational illnesses and work-related accidents, striving for zero harm, fostering health in the workplace, and ensuring that its activities have a minimal impact on the environment. The Corporation's HSE management systems are well integrated into Bombardier's business operations, having embraced internationally recognized standards since their establishment several years ago.

The Corporation is currently certified according to the new ISO 45001 Occupational Health and Safety management systems for all of its eligible locations. ISO 45001 proposes a proactive approach towards risk control and leadership involvement in health and safety management.

In the context of the COVID-19 pandemic, the Corporation has put in place measures to protect the health and safety of its employees from COVID-19 in its sites and deployed a new and proactive strategy to prevent, reduce and contain transmission of the virus within its facilities. One of these important measures was the establishment of the innovative concept of work "bubbles", a concept recognized by public health authorities and the medical community and established in collaboration with the unions. This new way of working has enabled Bombardier to:

- limit the spread of COVID-19 between employees in the workplace without having to interrupt its activities;
- develop a preventive approach to tracing employee contacts, coupled with a contact isolation mechanism as soon as the diagnosis is made;
- help public health authorities to increase the efficiency of monitoring and traceability; and
- strengthen employee confidence in a workplace where health and safety are priorities.

To prevent pollution, improve performance, and minimize environmental risks, the Corporation follows the ISO 14001:2015 Standard in each of its manufacturing and services locations. To date, the Corporation's eligible locations are certified by external parties according to the ISO 14001:2015 Standard for Environmental Management. Nine Transportation sites are also registered under the European Union Eco-Management and Audit Scheme approach (six in Germany, as well as sites in Austria, Spain and Hungary). Consistent with its policy of stressing environmental responsibility and its desire to maintain legal compliance, the Corporation routinely procures, installs and operates pollution control devices, such as wastewater treatment plants, groundwater monitoring devices, air strippers or separators, and incinerators at new and existing facilities constructed or upgraded in the normal course of business. In line with the requirements set by the ISO 14001:2015 Standard, new environmental laws and regulations are tracked and assessed on a regular basis. Future capital expenditures for pollution control systems resulting from these emerging regulatory requirements are not currently expected to have a material effect on the Corporation's consolidated financial position.

As part of a triennial process, the external auditors of the Corporation conduct an HSE Legal Compliance Audit program at eligible sites to ascertain compliance of the Corporation's manufacturing and services activities to all applicable HSE laws and regulations and other specific requirements. These audits also provide opportunities to identify and highlight best practices, which may then be leveraged at a larger scale. These reviews help the Corporation to continuously improve its HSE performance. The Corporation also regularly conducts benchmarks against global peers, which include reviews of its HSE reporting and value creation approaches. In addition, the Board of Director's Human Resources and Compensation Committee (HRCC), composed entirely of independent directors, reviews occupational health and safety matters on a quarterly basis. The Corporation strives for the continuous reduction of the detrimental impacts of its operations on the environment. Namely, the Corporation established objectives and targets to reduce the environmental footprint of its services and manufacturing facilities based on a five-year cycle and reports on its progress every year. Results for 2020 will appear in the Corporation's upcoming annual Activity Report. Bombardier is actively defining the environmental objectives for the next five-year cycle which started in 2021. The Corporation had initially planned to define its environmental objectives for the next five-year cycle in the course of 2020, but the Covid-19 pandemic and the sale of its Transportation business have

delayed this initiative. The main focus will be further reducing the Corporation's environmental footprint, using resources more efficiently, as well as driving greater efficiencies in its business.

Governance

The Corporation actively engages with its suppliers to improve efficiency, quality and sustainability practices. First, the Corporation's Code of Ethics and its underlying policies address ethical conduct in Bombardier's work environment, business practices and relationships with external stakeholders, including suppliers. Second, suppliers that sign a contract with Bombardier are required to adhere to the Corporation's Supplier Code of Conduct. This practice, together with Bombardier's Code of Ethics and its Human Rights Statement, formalizes the Corporation's commitment to integrate ESG considerations at a global level and clearly indicates its expectations regarding these components to all its business partners.

Ensuring strict compliance and reinforcing strong ethical conduct remains a constant priority for the Corporation. The Corporation's governance and reporting structure on ethics and compliance is under the oversight of the Corporate General Counsel Office, and the Board of Directors is presented with a report at least on a quarterly basis. Several key initiatives have been implemented over the last few years. Following a rigorous approach to ethics and compliance, the Corporation continued to strengthen the prevention, detection and response components of its compliance program. In 2020, the Corporation further sharpened its compliance policy framework and launched new Export Control and Third Party Due Diligence policies. It also strengthened its international Ethics and Compliance Ambassadors Network by appointing additional regional Compliance officers. The Corporation has invested continuous efforts to establish a strong tone at all levels to encourage and foster a solid compliance culture across the organization. Furthermore, the Corporation continued to provide multiple trainings on ethics-related topics, such as gifts and entertainment, export control and data privacy and maintained regular communications to employees.

The Corporation also regularly tracks the potential sustainability related risks that are shaping its operating environment, including talent attraction, product innovation, health, safety and environment requirements and climate change.

The Corporation sees the management of ESG risks and opportunities as an inherent part of Bombardier's success as a business. To further advance the integration of sustainability within Bombardier, the Corporation will reinforce its internal governance on this matter and plans to launch a renewed global sustainability strategy. The Corporation recognizes the importance of keeping stakeholders fully informed and proposes to report on its progress on the renewed sustainability strategy in its upcoming annual Activity Report.

In May 2020, the Corporation published its annual Activity Report, which provides an update on its sustainability strategy, as well as its ESG and economic performance. The Corporation's most recent Activity Report can be found here: www.bombardier.com/en/sustainability.html.

Environmental Laws and Risks

The Corporation's regulatory risks associated with climate change generally fall under the national and local requirements implemented by each jurisdiction where the Corporation is present. Most countries where the Corporation carries out manufacturing activities are at various stages of developing binding emission allocations and trading schemes. During 2020, the Corporation's regulatory risks associated with climate change mainly fell under its obligations to the European Union Emission Trading Scheme (EU ETS), the United Kingdom Climate Change Agreement, the United Kingdom's Carbon Reduction Commitment energy efficiency scheme (launched in April 2010) the Energy Savings Opportunity Scheme (ESOS), and the Québec carbon market trading scheme (SPEDE). In 2019, Bombardier voluntarily joined the Western Climate Initiative's (WCI) cap and trade system for GHG allowances, which connects markets from Quebec, Nova Scotia and California and in September 2020, a newly eligible site of Bombardier also joined the cap and trade system.

The three main sites of Bombardier located in Quebec, namely St-Laurent, Bombardier "Plant 3" and the Laurent Beaudoin Completion Center site, are now voluntarily part of the WCI. This positive decision represents an important step forward in the Corporation's actions to minimize the impacts of its business activities and operations on the environment and on climate change.

Sustainability is an important topic for both Bombardier and its stakeholders, and the Corporation's participation in the WCI carbon market will offer both environmental and cost savings. In addition, it will act as a lever to further invest in energy efficiency measures.

The Corporation continues to monitor risks associated with energy efficiency legislation, carbon or energy taxes, industry standards and other carbon trading mechanisms related to both its activities and products. To date, the impact on the Corporation has been non-material. See also "Risk Factors" set out on page 18 below.

During 2020, the Corporation, through its reportable segments, continued working on implementing mechanisms to ascertain compliance of its products and operations with environmental regulations, such as the European Registration Evaluation Authorization and Restriction of Chemicals (REACH) regulation. The Corporation also continues to monitor further developments as well as the emergence of other international regulations and their implementation in order to ensure full compliance. These regulations are not currently expected to have a material effect on the Corporation's financial position.

Furthermore, ensuring compliance with environmental legislation and advancing responsible sourcing is an industry-wide issue. Designated Bombardier teams work cooperatively with peers and associations such as the International Aerospace Environmental Group and Railsponsible to share best practices and adopt consistent standards regarding the environment, sustainability and responsible sourcing.

For further information and to read the Corporation's annual Activity Report and relevant policies, visit: www.bombardier.com/en/sustainability.html.

European Union Emissions Trading Scheme

During 2020, the Corporation purchased carbon credits to cover the surplus of emission allowances (surpluses of 432 t CO₂e) under the EU Allocation Programs. This did not have a material effect on the Corporation's consolidated financial position.

In line with the obligations imposed by the EU ETS, Bombardier's flight operations at Aviation, Transportation and Bombardier's corporate office submitted the required monitoring plans and emission reports to the proper national authorities (the United Kingdom and Germany) covering flights to and from airports within the European Union, Iceland, Norway and Liechtenstein.

Effective April 30, 2014, the EU ETS was revised and non-commercial flight operators with less than 1,000 t CO₂e emissions per year are now exempt from filing reports and trade certificates until 2030. This exemption applies to Bombardier. See also "Risk Factors" set out on page 18 below.

Environmental Liabilities

With respect to environmental matters related to site contamination (historical contamination of soil and groundwater), the Corporation periodically conducts studies, both individually at sites owned by the Corporation, and jointly as a member of industry groups at sites not owned by the Corporation, to evaluate the presence of contaminants in the soil and groundwater, to determine the need for and feasibility of various remediation techniques and to define the Corporation's share of responsibility. The Corporation is currently proceeding with decontamination at a small number of sites both in North America and in Europe. The known historical costs for soil and/or groundwater decontamination are not expected to have a material effect on the Corporation's consolidated financial position. During 2021, the anticipated costs related to environmental liabilities are not expected to be in excess of \$25 million.

Potential Environmental Liabilities

Estimating future environmental clean-up liabilities is dependent on the nature and extent of historical and physical data about a given site, the complexity of the contamination, the uncertainty of which remedy to apply, the timing of

the remedial action and the outcome of the discussions with regulatory authorities. Although it appears likely that annual costs for remediation activities might increase over time because of ever more stringent legal requirements, these costs are not currently expected to be material to the Corporation.

INTANGIBLE PROPERTIES

Bombardier uses various works protected by intellectual property rights that it owns outright or for which it has been granted rights to use. These works include brand names, customer lists, copyrights, patents, trademark designs, trade secrets and know-how. This intellectual property is important to Bombardier's operations and its success. Some of Bombardier's suppliers participate in the development of products such as aircraft platforms. They subsequently deliver major components to Bombardier and own some of the intellectual property on the key components they develop.

The Corporation's registered trademarks are generally renewed at the end of their respective validity periods. The Corporation has and intends to continue to protect its intellectual property rights and maintain its trademarks and the relevant registrations, and will actively pursue the registration of trademarks worldwide.

HUMAN RESOURCES

As world-class employees are crucial to preserving Bombardier's leadership and ensuring its continued growth, attracting and retaining the best talent is a constant priority for Bombardier.

Through various talent management initiatives, Bombardier strives to address challenges in both established and emerging markets. These challenges include:

- Skill shortages;
- Demographic changes;
- Increased competition for the best people;
- Maintaining effective recruiting strategies in key markets;
- Developing and retaining the best talent;
- Leveraging best practices across Bombardier; and
- Continually improving its health and safety performance.

Recruiting, developing and retaining qualified project management and engineering personnel remains fundamental to the success of Bombardier. Competition for these skill sets, particularly in engineering, has become even more intense especially in those areas where in-depth, industry specific expertise is required. Despite these challenges, Bombardier employees are well-trained, engaged and focused on constantly enhancing execution and customer engagement.

Aviation employs many engineers with a wide breadth of expertise in areas such as aerospace design, aerodynamics, stress and structures, flight tests, avionics, hydro-mechanical and software engineering. To support its recruitment objectives, Aviation works with educational institutions to train engineers in areas where there are shortages of qualified candidates. Aviation also provides expertise in teaching and offers internships to complement academic learning with hands on experience. In addition, it continues to expand its internal training programs to continually improve the knowledge of its employees.

Additional information about Bombardier's human resources can be found in the sections entitled "Analysis of Results - Workforce" of each reportable segment (including the Corporation's former Transportation reportable segment), in the Corporation's MD&A, which sections are incorporated by reference herein.

RISK FACTORS

The description of risks affecting the Corporation and its activities can be found in the section entitled "Risks and Uncertainties" of the Corporation's MD&A, which section is incorporated by reference herein.

DIVIDENDS

The Corporation declared the dividends indicated below on its outstanding shares during each of the fiscal years ended December 31, 2020, December 31, 2019 and December 31, 2018. These dividends are denominated in Canadian dollars.

(millions of dollars, except per share amounts)	December 31, 2020		December 31, 2019		December 31, 2018	
	Total	Per share on an annual basis	Total	Per share on an annual basis	Total	Per share on an annual basis
Series 2 Cumulative Redeemable Preferred Shares	4.2	0.7223	5.7	0.9876	5.2	0.9008
Series 3 Cumulative Redeemable Preferred Shares	6.2	0.9958	6.2	0.9958	6.2	0.9958
Series 4 Cumulative Redeemable Preferred Shares	14.7	1.5625	14.7	1.5625	14.7	1.5625
Class A shares	0	0	0	0	0	0
Class B subordinate voting shares	0	0	0	0	0	0

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 Cumulative Redeemable Preferred Shares (the Series 2 Preferred Shares), Series 3 Cumulative Redeemable Preferred Shares (the Series 3 Preferred Shares) and Series 4 Cumulative Redeemable Preferred Shares (the Series 4 Preferred Shares) have been declared and paid or set aside for payment, or all the outstanding Series 2 Preferred Shares, Series 3 Preferred Shares or Series 4 Preferred Shares, as the case may be, have been called for redemption and the redemption price of these shares has been deposited in the manner set out in the articles of the Corporation. In addition, the Corporation's ability to pay dividends is limited by the terms of some of its debt instruments.

On February 12, 2015, the Corporation announced the Board of Directors' decision to suspend the declaration of dividends on the Corporation's Class A shares and Class B subordinate voting shares, until further notice of the Board of Directors, considering that, in keeping with the Corporation's objectives, the Corporation's free cash flow would be more appropriately applied to bolstering the Corporation's financial structure and investing in its core programs and businesses.

Information about regular dividends declared and paid by the Corporation is made available through its website, accessible at www.bombardier.com.

GENERAL DESCRIPTION OF CAPITAL STRUCTURE

The authorized capital of the Corporation consists of (i) an unlimited number of preferred shares without nominal or par value issuable in series (the Preferred Shares), of which 12,000,000 have been designated as the Series 2 Preferred Shares, 12,000,000 have been designated as the Series 3 Preferred Shares and 9,400,000 have been designated as the Series 4 Preferred Shares, (ii) 3,592,000,000 Class A shares, and (iii) 3,592,000,000 Class B subordinate voting shares. As at December 31, 2020, the Corporation had outstanding 5,811,736 Series 2 Preferred Shares, 6,188,264 Series 3 Preferred Shares, 9,400,000 Series 4 Preferred Shares, 308,736,929 Class A shares and 2,128,091,942 Class B subordinate voting shares.

The Class B subordinate voting shares are restricted securities (within the meaning of the relevant Canadian regulations respecting securities) in that they do not carry equal voting rights as compared with the Class A shares. In the aggregate, all voting rights associated with the Class B subordinate voting shares represented, as at December 31, 2020, 40.80% of the voting rights attached to all of the issued and outstanding voting securities of the Corporation.

Class A shares and Class B subordinate voting shares

Subordination and Voting Rights

The Class A shares and the Class B subordinate voting shares rank after the Preferred Shares with respect to the payment of dividends and the distribution of assets in the event of the liquidation, dissolution or winding-up of the Corporation. At each meeting of shareholders of the Corporation, except those meetings where only the holders of shares of another class or of a particular series are entitled to vote, each Class A share entitles the holder thereof to 10 votes and each Class B subordinate voting share entitles the holder thereof to one vote.

Dividends and Liquidation

The holders of Class B subordinate voting shares are entitled to receive, in each fiscal year, if declared by the Board of Directors of the Corporation, in priority to the holders of Class A shares, a non-cumulative dividend at the rate of Cdn \$0.0015625 per share per annum. After payment or setting aside for payment of said dividend, the holders of Class A shares and the holders of Class B subordinate voting shares are equally entitled, share for share, to any additional dividend which may be declared by the Board of Directors of the Corporation in such fiscal year with respect to the Class A shares and Class B subordinate voting shares.

In the event of the liquidation or winding-up of the Corporation or of any other distribution of its assets among its shareholders for the purpose of winding up its affairs, the holders of Class A shares and the holders of Class B subordinate voting shares will be entitled, share for share, to receive on a pro rata basis all of the assets of the Corporation remaining after payment of all of its liabilities, subject to the preferential rights attached to any shares ranking prior to the Class A shares and Class B subordinate voting shares.

Subdivision or Consolidation

In the event of the subdivision or consolidation of the Class A shares or the Class B subordinate voting shares, the Class A shares or the Class B subordinate voting shares, as the case may be, shall be subdivided or consolidated at the same time and in the same manner.

Conversion Privilege

Each Class A share is convertible at any time by the holder thereof into one fully paid and non-assessable Class B subordinate voting share. Each Class B subordinate voting share is convertible by the holder thereof into one fully paid and non-assessable Class A share at any time upon and after the occurrence of either one of the following events: (i) if an Offer (as defined in the articles of the Corporation) is made to all holders of Class A shares to acquire Class A shares and such Offer is accepted by the majority shareholder of the Corporation, namely, the

Bombardier family; or (ii) if the Bombardier family ceases to hold, directly or indirectly, more than 50% of the outstanding Class A shares.

Except for the rights, privileges, restrictions and conditions attached to the Class A shares and Class B subordinate voting shares as described above, the Class A shares and the Class B subordinate voting shares have the same rights, are equal in all respects and are treated by the Corporation as if they were shares of one class only.

Preferred Shares as a Class

Issuable in Series

The Preferred Shares are issuable in series, each series consisting of such number of shares and having such rights, privileges, conditions and restrictions as may be determined by the Board of Directors prior to the issue thereof, subject to the provisions of the CBCA, the articles of the Corporation and to the conditions attached to any series of preferred shares outstanding.

Priority

The Preferred Shares of each series rank equally with the Preferred Shares of all other series and rank ahead of the Class A shares and the Class B subordinate voting shares with respect to the payment of dividends and the distribution of assets, to the extent described in the articles of the Corporation, in the event of the liquidation, dissolution or winding-up of the Corporation or of any other distribution of its assets among its shareholders for the purpose of winding up its affairs.

Dividends

The holders of Preferred Shares are entitled to receive preferential dividends in such amounts and at such intervals as may be determined by the Board of Directors of the Corporation with respect to each series prior to the issue thereof.

Rights on Liquidation

In the event of any liquidation, dissolution or winding-up of the Corporation or any other return of capital or distribution of assets of the Corporation among its shareholders for the purpose of winding up its affairs, the holders of Preferred Shares shall be entitled to receive Cdn \$25.00 per Preferred Share held, together with accrued and unpaid dividends.

Voting Rights

The holders of Preferred Shares do not have the right to receive notice of, attend, or vote at, any meeting of shareholders except to the extent otherwise provided in the articles of the Corporation with respect to any series of Preferred Shares or when holders of Preferred Shares are entitled to vote separately as a class or as a series as set forth in the CBCA or any successor statute, as amended from time to time. In connection with any matter requiring the approval of the Preferred Shares as a class, each holder is entitled to one vote for each dollar of the issue price of the Preferred Shares held. Each holder of Preferred Shares of a particular series shall be entitled, on a series vote, to one vote for each Preferred Share of such series held. Holders of Preferred Shares have no preemptive rights.

Modifications

The class provisions of the Preferred Shares may be amended at any time with such approval as may be required by the CBCA. The CBCA currently provides that such approval may be given by at least two-thirds of the votes cast at a meeting of the holders of Preferred Shares. The articles of the Corporation provide, with respect to meetings of

holders of Preferred Shares, that a quorum is constituted by two or more persons, representing together, in their own right or as proxy holders or as representatives of such legal person or association, a number of Preferred Shares carrying at least 25% of the voting rights attached to all the outstanding Preferred Shares, in the case of a meeting of the holders of Preferred Shares as a class, or a number of Preferred Shares of any series carrying at least 25% of the voting rights attached to all the outstanding Preferred Shares of such series, in the case of a meeting of the holders of Preferred Shares of that series as a series. However, at any adjourned meeting, the quorum will be constituted by the persons present at such adjourned meeting, irrespective of the percentage of outstanding Preferred Shares held by such persons.

Series 2 Preferred Shares

The Series 2 Preferred Shares are non-voting (except if the Corporation fails to pay in full 24 monthly dividends, until all arrears of dividends on the Series 2 Preferred Shares have been paid), redeemable at the Corporation's option (with respect to all and not less than all outstanding Series 2 Preferred Shares) at Cdn \$25.50 per share (together with accrued and unpaid dividends), convertible on a one-for-one basis on August 1, 2022 and on August 1 of every fifth year thereafter into Series 3 Preferred Shares. Fourteen days preceding a conversion date, if the Corporation determines after having taken into account all shares tendered for conversion by holders that there would be less than 1,000,000 outstanding Series 2 Preferred Shares on the conversion date, such remaining number shall be automatically converted into an equal number of Series 3 Preferred Shares. Likewise, if the Corporation determines 14 days before the conversion date that at such time, there would be less than 1,000,000 outstanding Series 3 Preferred Shares, then no Series 2 Preferred Shares may be converted. Variable adjustable cumulative preferential cash dividends are payable monthly on the 15th day of each month, if declared by the Board of Directors, with the annual variable dividend rate set between 50% and 100% of the Canadian prime rate, adjusted as follows. The dividend rate will vary in relation to changes in the prime rate and will be adjusted upwards or downwards on a monthly basis up to a monthly maximum of 4% of the prime rate if the trading price of the Series 2 Preferred Shares is less than Cdn \$24.90 per share or more than Cdn \$25.10 per share.

None of the provisions of the articles of the Corporation relating to Series 2 Preferred Shares as a series shall be amended or otherwise changed unless the series provisions relating to Series 3 Preferred Shares are amended or otherwise changed in the same proportion and in the same manner.

Series 3 Preferred Shares

The Series 3 Preferred Shares are non-voting (except if the Corporation fails to pay in full eight quarterly dividends, until all arrears of dividends on the Series 3 Preferred Shares have been paid), redeemable at the Corporation's option (with respect to all and not less than all outstanding Series 3 Preferred Shares) at Cdn \$25.00 per share (together with accrued and unpaid dividends) on August 1, 2022 and on August 1 of every fifth year thereafter, convertible on a one-for-one basis at the option of the holder on August 1, 2022 and on August 1 of every fifth year thereafter into Series 2 Preferred Shares. Fourteen days preceding a conversion date, if the Corporation determines after having taken into account all shares tendered for conversion by holders that there would be less than 1,000,000 outstanding Series 3 Preferred Shares on the conversion date, the remaining number shall be automatically converted into an equal number of Series 2 Preferred Shares. Likewise, if the Corporation determines 14 days before the conversion date that at such time, there would be less than 1,000,000 outstanding Series 2 Preferred Shares, then no Series 3 Preferred Shares may be converted. The Series 3 Preferred Shares carry an annual dividend rate of 3.983% for the five-year period from August 1, 2017 to and including July 31, 2022, payable quarterly on the last day of January, April, July and October, if declared by the Board of Directors. The quarterly dividend rate will be fixed by the Corporation at least 45 days and not more than 60 days before each subsequent five-year dividend period. Each five-year fixed dividend rate selected by the Corporation shall not be less than 80% of the Government of Canada bond yield as defined in the Articles of Amendment creating the Series 3 Preferred Shares.

None of the provisions of the articles of the Corporation relating to Series 3 Preferred Shares as a series shall be amended or otherwise changed unless the series provisions relating to Series 2 Preferred Shares are amended or otherwise changed in the same proportion and in the same manner.

Series 4 Preferred Shares

The Series 4 Preferred Shares are entitled to fixed, cumulative, preferential cash dividends, if, as and when declared by the Board of Directors of the Corporation, at a rate equal to Cdn \$1.5625 per share per annum. Dividends are payable quarterly on the last day of January, April, July, and October each year at a rate of Cdn \$0.390625 per share per quarter. The Series 4 Preferred Shares are non-voting (except if the Corporation fails to pay in full eight quarterly dividends, until all arrears of dividends on the Series 4 Preferred Shares have been paid).

The Corporation may, on not less than 30 nor more than 60 days' notice, redeem for cash the Series 4 Preferred Shares in whole or in part, at the Corporation's option, at Cdn \$25.00 (together with accrued and unpaid dividends). Alternatively, the Corporation may, on not less than 30 nor more than 60 days' notice, and subject to stock exchange approvals, convert all or any part of the outstanding Series 4 Preferred Shares into fully paid and non-assessable Class B subordinate voting shares of the Corporation. The number of Class B subordinate voting shares of the Corporation into which each Series 4 Preferred Share may be converted will be determined by dividing the applicable redemption price per Series 4 Preferred Share together with all accrued and unpaid dividends to but excluding the date of conversion by the greater of Cdn \$2.00 and 95% of the weighted average trading price of such Class B subordinate voting shares on the Toronto Stock Exchange (TSX) for the period of 20 consecutive trading days which ends on the fourth day prior to the date specified for conversion or, if that fourth day is not a trading day, on the immediately preceding trading day (the Current Market Price). Fractional Class B subordinate voting shares shall not be issued on any conversion of Series 4 Preferred Shares but in lieu thereof the Corporation shall make cash payments in an amount per fractional Class B subordinate voting share otherwise issuable equal to the product of the fraction of the Class B subordinate voting share otherwise issuable and the greater of Cdn \$2.00 or 95% and such Current Market Price. The Corporation may, at its option, at any time grant the holders of Series 4 Preferred Shares the right, but not the obligation, to convert their shares upon notice into a further series of Preferred Shares on a share-for-share basis.

Ratings

As at February 10, 2021, the Corporation had a long-term issuer credit rating of CCC+ from Standard & Poor's (S&P) with a negative outlook. The Corporation has also received a Corporate Family Rating of Caa2 and a long-term debt instrument rating of Caa2 from Moody's Investors Service, Inc. (Moody's) both with a negative outlook as well as a long-term issuer default rating of CCC from Fitch Ratings Ltd. (Fitch). S&P has also rated the preferred shares of the Corporation as CC on the global scale and on the Canadian scale, while Fitch rated the preferred shares as CC.

S&P rates long-term debt by rating categories ranging from a high of AAA to a low of D, Moody's ratings range from a high of Aaa to a low of C, Fitch's ratings range from a high of AAA to a low of D.

A CCC+ long-term debt rating by S&P is the seventh rating of ten categories. An obligation rated in the CCC category is currently vulnerable to nonpayment and is dependent upon favorable business, financial, and economic conditions for the obligor to meet its financial commitments on the obligation. In the event of adverse business, financial, or economic conditions, the obligor is not likely to have the capacity to meet its financial commitments on the obligation.

A Caa2 long-term debt rating by Moody's is the seventh rating of nine global categories. A Caa rating is used for long term debt judged to be of poor standing and subject to very high credit risk. The modifier 1 indicates that the obligation ranks in the higher end of the Caa rating category; the modifier 2 indicates a mid-range ranking; and the modifier 3 indicates a ranking in the lower end of the Caa rating category.

A CCC long term issuer default rating by Fitch is the seventh rating of eleven categories and is used to give an indication of a corporate issuer's relative vulnerability to default on an ordinal scale where this rating indicates a substantial credit risk being present.

A preferred share rating in the CC category from S&P indicates that the obligation is highly vulnerable to nonpayment. The 'CC' rating is used when a default has not yet occurred but S&P Global Ratings expects default to be a virtual certainty, regardless of the anticipated time to default.

In addition, a preferred share rating of CC from Fitch is used to give an indication of a corporate issuer's relative vulnerability to default on an ordinal scale where this rating indicates very high levels of credit risk being present.

Credit ratings are intended to provide investors with an independent measure of the credit quality of an issuance of securities as well as an issuer's credit quality and disregard certain factors such as market risk or price risk. These factors should be considered by investors as risk factors in their investment decision making process.

The credit ratings accorded by S&P, Moody's and Fitch are not recommendations to purchase, hold or sell securities. There is no assurance that the ratings will remain in effect for any given period of time or that the rating will not be revised or withdrawn entirely by S&P, Moody's or Fitch in the future if it is in their judgment that circumstances so warrant.

During the past two years, the Corporation has made normal course payments to Moody's and S&P in connection with their rating services, which include annual surveillance fees covering Bombardier's outstanding securities, in addition to one-time rating fees when securities are initially issued. Fitch's rating is provided on an unsolicited basis, thus no payments are required to be made by the Corporation. On January 15, 2021, Fitch announced plans to withdraw its ratings of the Corporation on or about February 15, 2021. The reason for the withdrawal is commercial since Fitch had provided an unsolicited rating since 2016.

MARKET FOR THE SECURITIES OF THE CORPORATION

The Corporation's Class A shares, Class B subordinate voting shares, Series 2 Preferred Shares, Series 3 Preferred Shares and Series 4 Preferred Shares are listed for trading on the TSX under the symbols "BBD.A", "BBD.B", "BBD.PR.B", "BBD.PR.D" and "BBD.PR.C", respectively. The following table sets forth the reported high, low and closing sale prices in Canadian dollars and the cumulative volume of trading of each of the Corporation's securities listed for trading on the TSX for the periods indicated:

Month of year ended		Class A Shares "BBD.A"	Class B Subordinate Voting Shares "BBD.B"	Series 2 Preferred Shares "BBD.PR.B"	Series 3 Preferred Shares "BBD.PR.D"	Series 4 Preferred Shares "BBD.PR.C"
2020						
December	High	\$0.92	\$0.56	\$8.44	\$10.01	\$12.59
	Low	\$0.72	\$0.43	\$7.38	\$7.80	\$9.90
	Close	\$0.82	\$0.48	\$8.44	\$10.01	\$10.45
	Volume	3,321,554	125,012,120	194,647	218,919	402,959
November	High	\$1.35	\$0.58	\$7.44	\$8.51	\$11.15
	Low	\$0.38	\$0.27	\$6.35	\$7.06	\$6.76
	Close	\$0.85	\$0.53	\$7.43	\$8.40	\$11.05
	Volume	8,550,813	200,736,774	219,939	141,645	404,514
October	High	\$0.45	\$0.36	\$7.19	\$8.80	\$9.44
	Low	\$0.38	\$0.26	\$6.24	\$7.35	\$7.99
	Close	\$0.38	\$0.28	\$7.04	\$8.42	\$8.00
	Volume	813,913	86,792,303	118,679	109,968	157,585
September	High	\$0.52	\$0.45	\$7.40	\$9.09	\$9.30
	Low	\$0.41	\$0.33	\$5.86	\$8.00	\$8.56
	Close	\$0.41	\$0.33	\$7.20	\$8.80	\$9.15
	Volume	1,655,782	103,748,413	173,907	120,635	173,247
August	High	\$0.65	\$0.47	\$7.43	\$9.20	\$9.43
	Low	\$0.48	\$0.39	\$6.10	\$8.07	\$8.50
	Close	\$0.50	\$0.41	\$7.43	\$9.12	\$8.85
	Volume	1,700,403	91,779,150	149,986	108,885	159,766
July	High	\$0.70	\$0.51	\$7.00	\$9.24	\$10.21
	Low	\$0.61	\$0.42	\$5.81	\$6.90	\$8.25
	Close	\$0.64	\$0.47	\$6.99	\$9.24	\$9.40
	Volume	1,136,422	130,436,142	140,037	118,777	244,296
June	High	\$0.80	\$0.69	\$7.44	\$8.50	\$11.82
	Low	\$0.64	\$0.42	\$5.00	\$5.71	\$7.35
	Close	\$0.65	\$0.42	\$7.00	\$8.50	\$8.96
	Volume	3,679,276	463,369,810	283,537	194,038	284,265
May	High	\$0.80	\$0.57	\$5.42	\$7.00	\$9.00
	Low	\$0.64	\$0.41	\$4.40	\$5.15	\$6.93
	Close	\$0.69	\$0.45	\$5.25	\$7.00	\$7.31
	Volume	2,339,195	394,362,410	226,729	150,177	185,954
April	High	\$0.79	\$0.53	\$5.60	\$6.60	\$8.75
	Low	\$0.59	\$0.39	\$4.18	\$5.15	\$6.89
	Close	\$0.73	\$0.49	\$5.60	\$6.60	\$8.50
	Volume	4,758,690	279,769,789	311,484	253,696	336,736

March	High	\$1.24	\$1.11	\$9.87	\$10.57	\$13.57
	Low	\$0.65	\$0.38	\$3.40	\$4.76	\$6.51
	Close	\$0.73	\$0.46	\$5.89	\$7.15	\$7.50
	Volume	5,185,505	459,401,759	445,290	247,227	532,590
February	High	\$1.84	\$1.82	\$10.25	\$10.75	\$16.35
	Low	\$1.01	\$0.95	\$8.35	\$7.94	\$12.08
	Close	\$1.02	\$0.96	\$9.99	\$10.09	\$12.76
	Volume	7,748,562	379,642,160	543,330	575,388	816,452
January	High	\$2.02	\$1.97	\$10.77	\$11.19	\$19.00
	Low	\$1.14	\$1.10	\$8.02	\$7.69	\$15.11
	Close	\$1.34	\$1.23	\$10.25	\$10.19	\$16.30
	Volume	5,910,601	254,483,612	641,752	629,960	464,674

DIRECTORS AND EXECUTIVE OFFICERS

The names of the directors and executive officers of the Corporation, their municipality of residence, the positions held by them within the Corporation, the principal occupations of the directors, the period during which each director has exercised his or her mandate, as well as the number of Class A shares or Class B subordinate voting shares, as the case may be, of the Corporation that the directors, as at February 10, 2021, owned beneficially or over which they exercised control or direction, are indicated below. No Series 2 Preferred Shares, Series 3 Preferred Shares or Series 4 Preferred Shares are held by any director.

Directors

Name, Municipality of Residence, Principal Occupation(s) and Position(s) Held Within the Corporation	Period of Service as a Director	Class A Shares	Class B Subordinate Voting Shares
Pierre Beaudoin ⁽¹⁾ Westmount, Québec, Canada Chairman of the Board of Directors	2004 to date	512,859	952,761
Éric Martel Town of Mont-Royal, Québec, Canada President and Chief Executive Officer of the Corporation	2020 to date	—	—
Joanne Bissonnette ⁽²⁾ Montréal, Québec, Canada Corporate Director	2012 to date	—	5,824
Charles Bombardier ⁽³⁾ Montréal, Québec, Canada Corporate Director	2019 to date	—	16
Martha Finn Brooks ^(a) Atlanta, Georgia, United States Corporate Director	2009 to date	—	30,000
Diane Fontaine ⁽⁴⁾ Montréal, Québec, Canada Vice President and Portfolio Manager RBC Dominion Securities Inc.	2019 to date	—	—
Diane Giard ^{(a) (c)} Shefford, Québec, Canada Corporate Director	2017 to date	—	—
Anthony R. Graham ^{(a) (c)} Toronto, Ontario, Canada Chairman, President and Chief Executive Officer, Sumarria Inc. (an investment holding company)	2019 to date	—	—
August W. Henningsen ^(b) Hamburg, Germany Corporate Director	2016 to date	—	26,500
Douglas (Doug) R. Oberhelman ^{(b) (c)} Edwards, Illinois, United States Corporate Director	2017 to date	—	100,000
Vikram Pandit ^{(b) (c) (d)} New York, New York, United States Chairman and Chief Executive Officer, The Orogen Group (a company investing in the financial services industry)	2014 to date	—	—

Antony N. Tyler^{(b) (c)}
 Hong Kong
 Corporate Director

2017 to date

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⁽¹⁾ Claire Bombardier Beaudoin, mother of Pierre Beaudoin, exercises, through holding companies which she controls, control or direction over 61,373,490 Class A shares, which include 500,000 Class A shares over which Claire Bombardier Beaudoin exercises controls jointly with her husband, Laurent Beaudoin, through Beaudier Inc., a holding company of the Beaudoin family which is controlled by Laurent Beaudoin and Claire Bombardier Beaudoin, through holding companies which they control. Claire Bombardier Beaudoin also exercises control or direction jointly with her husband, Laurent Beaudoin, through Beaudier Inc. over 8,695,136 Class B subordinate voting shares.

⁽²⁾ Janine Bombardier, mother of Joanne Bissonnette, exercises, through holding companies which she controls, control or direction over 61,973,491 Class A shares and 7,110,137 Class B subordinate voting shares.

⁽³⁾ J. R. André Bombardier, father of Charles Bombardier, exercises, through holding companies which he controls, control or direction over 65,401,042 Class A shares and 7,335,910 Class B subordinate voting shares.

⁽⁴⁾ Huguette Bombardier Fontaine, mother of Diane Fontaine, exercises, through holding companies which she controls, control or direction over 60,701,887 Class A shares and 7,070,136 Class B subordinate voting shares.

^(a) Member of the Audit Committee

^(b) Member of the Human Resources and Compensation Committee

^(c) Member of the Corporate Governance and Nominating Committee

^(d) Lead Director

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

Executive Officers who are not Directors

Name and Municipality of Residence	Position Held Within the Corporation
Daniel (Dan) Brennan Montréal, Québec, Canada	Senior Vice President, People and Sustainability
Barton (Bart) Wade Demosky Foothills, Alberta, Canada	Executive Vice President and Chief Financial Officer
Jean-Christophe Gallagher Montréal, Québec, Canada	Executive Vice President, Services and Support, and Corporate Strategy
Peter Likoray Montréal West, Québec, Canada	Senior Vice President, Sales and Marketing, New Aircraft
François Ouellette Westmount, Québec, Canada	Senior Vice President, Legal Services and Contracts
Michel Ouellette St-Laurent, Québec, Canada	Executive Vice President, Specialized Aircraft, Programs and Engineering
Paul Sislian Kirkland, Québec, Canada	Executive Vice President, Operations and Operational Excellence
Annie Torkia Lagacé Montréal, Québec, Canada	Senior Vice President, General Counsel and Corporate Secretary

As at February 10, 2021, the directors of the Corporation and the executive officers of the Corporation, as a group, owned beneficially, directly or indirectly, 512,859 Class A shares and 2,453,646 Class B subordinate voting shares, representing 0.17% and 0.12% respectively, of the outstanding shares of each such class.

The directors and executive officers of the Corporation who have not occupied their current principal occupations for more than five years have otherwise had the following principal occupations during that period:

- Pierre Beaudoin has been Chairman of the Board of Directors of Bombardier since July 2017, prior to which he was Executive Chairman of the Board of Directors of Bombardier since February 2015.
- Charles Bombardier joined the Board of Directors of Bombardier on May 2, 2019. He has been the Founder and President of Imaginative since 2015 and a director of the Board of BRP Inc. since May 28, 2020. Between 2018 and 2019, he also worked as senior consultant for the International Civil Aviation Organization (ICAO) (a specialized agency of the United Nations).
- Dan Brennan has been Senior Vice President, People and Sustainability since October 1, 2020 prior to which he was Senior Vice President, Human Resources since February 10, 2017. Between December 2014 and January 2017, he was Group Director Human Resources and Talent Development at CHR Plc.
- Bart Demosky has been Executive Vice President and Chief Financial Officer since November 30, 2020 prior to which he was Co-Founder of Agility Rail from August 2017 to November 2020 and President & CEO of Universal Rail Systems Inc. from August 2015 to May 2017.
- Diane Fontaine joined the Board of Directors of Bombardier on May 2, 2019. She has been Vice President and Portfolio Manager of RBC Dominion Securities Inc. since 2005.
- Jean-Christophe Gallagher has been Executive Vice President, Services and Support, and Corporate Strategy since October 2020, prior to which he was Vice President and General Manager, Customer Experience since September 2016 and held positions of increasing responsibility at Aviation since 2002.
- Diane Giard joined the Board of Directors of Bombardier on December 12, 2017. She was Executive Vice President - Personal-Commercial Banking and Marketing of National Bank of Canada from March 2017 until her retirement in June 2018, prior to which she held the position of Executive Vice President - Personal & Commercial Banking since 2012.
- Anthony R. Graham joined the Board of Directors of Bombardier on May 2, 2019. He is Chairman, President and Chief Executive Officer of Sumarria Inc., prior to which he was Vice Chairman of Wittington Investments, Limited from May 2014 to May 2019.
- August W. Henningsen joined the Board of Directors of Bombardier on April 29, 2016. He was Chief Executive Officer of Lufthansa Technik AG from April 2000 until his retirement in April 2015.
- Peter Likoray has been Senior Vice President, Sales and Marketing, New Aircraft since October 2020 prior to which he was Senior Vice President Worldwide Sales, Marketing and Communications, Aviation since April 2015.
- Éric Martel joined the Board of Directors of Bombardier on April 6, 2020, prior to which he was President and Chief Executive Officer of Hydro-Québec since July 2015.
- Doug R. Oberhelman joined the Board of Directors of Bombardier on November 2, 2017. He was Executive Chairman of Caterpillar from January 2017 until his retirement in March 2017, prior to which he had been Chief Executive Officer of Caterpillar from 2010 until December 2016.
- François Ouellette has been Senior Vice President, Legal Services and Contracts since December 2020 prior to which he was Vice President, Legal Services and Contracts, Aviation since September 2014.
- Michel Ouellette has been Executive Vice President, Specialized Aircraft, Programs and Engineering since October 2020 prior to which he was Senior Vice President, Program Management and Engineering, Aviation since November 2018 and Senior Vice President, Global 7500 Program and Global 8000 Program, Aviation since September 2015.
- Vikram Pandit joined the Board of Directors of Bombardier on May 1, 2014. He has been Chairman and Chief Executive Officer of The Orogen Group since 2016.
- Paul Sislian has been Executive Vice President, Operations and Operational Excellence since October 2020 prior to which he was Chief Operating Officer of Aviation since June 2019, President of Bombardier Aerostructures since February 2019 and Chief Operating Officer of Aviation since September 2015.
- Annie Torkia Lagacé has been Senior Vice President, General Counsel and Corporate Secretary of Bombardier since December 2020 prior to which she was Executive Vice President of Stornoway Diamond Corporation, from November 2014 to June 2020.
- Antony N. Tyler joined the Board of Directors of Bombardier on May 11, 2017. He was Director General and Chief Executive Officer of the International Air Transport Association, a position he held from 2011 until his retirement in September 2016.

LEGAL PROCEEDINGS

In the normal course of operations, the Corporation is a defendant in certain legal proceedings before various courts or other tribunals including in relation to product liability and contractual disputes with customers and other third parties. The Corporation's approach is to vigorously defend its position in these matters.

While the Corporation cannot predict the final outcome of legal proceedings pending as at December 31, 2020, based on information currently available, the Corporation does not expect the resolution of these legal proceedings to have a material adverse effect on its financial position.

Sweden

Since the fourth quarter of 2016, the Swedish police authorities have been conducting an investigation in relation to allegations concerning a 2013 contract for the supply of signalling equipment and services to Azerbaijan Railways ADY (the ADY Contract). In October 2016, the Corporation launched an internal review into the allegations which is conducted by external forensic advisors, under the supervision of the General Counsel and external counsel. Both the investigation and the internal review are on-going. On August 18, 2017, charges were laid against a then employee of the Swedish subsidiary of the Corporation for aggravated bribery and, alternatively, influence trafficking. The trial on these charges took place from August 29 to September 20, 2017. No charges were laid against the subsidiary of the Corporation. In a decision rendered on October 11, 2017, the then employee was acquitted of all charges. The decision was appealed regarding all charges on October 25, 2017 by the Prosecution Authority. On June 19, 2019, the Prosecution Authority confirmed that the acquittal on charge of influence trafficking is no longer being appealed; accordingly, this acquittal on this charge stands as a final judgment. The case is still pending with the Swedish Court of Appeal with a likely scenario that the Swedish Court of Appeal will set a date for the appeal trial.

The ADY Contract is being audited by the World Bank Group pursuant to its contractual audit rights. The audit is on-going. The Corporation's policy is to comply with all applicable laws and it is cooperating to the extent possible with the investigation and the audit. As reported publicly in the media, on November 15, 2018, the World Bank Integrity Vice Presidency (INT) issued a 'show cause' letter to Bombardier, outlining INT's position regarding alleged collusion, corruption, fraud and obstruction in the ADY Contract. The Corporation was invited to respond to these preliminary findings and has done so. As the World Bank's audit process is governed by strict confidentiality requirements, the Corporation can only reiterate that it strongly disagrees with the allegations and preliminary conclusions contained in the letter.

On February 10, 2020, counsel assisting Bombardier with the World Bank Group audit received a letter from the U.S. Department of Justice (the DOJ) requesting the communication of documents and information regarding the ADY Contract. Bombardier is cooperating with the DOJ's ongoing requests and is currently providing documents and information in response to same.

The Corporation's internal review about the reported allegations is on-going but based on information known to the Corporation at this time, there is no evidence that suggests a corrupt payment was made or offered to a public official or that any other criminal activity involving Bombardier took place.

While this matter relates to the Transportation segment, which has been divested as part of the sale to Alstom on January 29, 2021, the Corporation remains involved in this legal proceeding and remains liable to Alstom, as acquirer of Transportation, in the event of any damage suffered in connection thereof.

Investigation in Brazil

This investigation relates to the Transportation business formerly owned by Bombardier. While Bombardier was a party to this legal proceeding during the most recently completed financial year, this is no longer the case as a result of the sale of the Transportation segment to Alstom, which closed on January 29, 2021.

On March 20, 2014, Bombardier Transportation Brasil Ltda (BT Brazil), a subsidiary of the Corporation, received notice that it was among the 18 companies and over 100 individuals named in administrative proceedings initiated by governmental authorities in Brazil, including the Administrative Council for Economic Protection (CADE), and the Sao Paulo Public Prosecutor's office, following previously disclosed investigations carried on by such governmental

authorities with respect to allegations of cartel activity in the public procurement of railway equipment and the construction and maintenance of railway lines in Sao Paulo and other areas. Since the service of process in 2014 on BT Brazil, the competition authority has decided to detach the proceedings against 43 individuals whom it claims to have been difficult to serve process and has also issued additional technical notes dealing with various procedural objections raised by the defendant corporations and individuals. BT Brazil unsuccessfully contested before the courts both the decision to detach the proceedings against these 43 individuals and decisions by CADE restricting physical access to some of the forensic evidence.

As a result of the administrative proceedings initiated by CADE in 2014, BT Brazil became a party as defendant to legal proceedings brought by the Sao Paulo State prosecution service against it and other companies for alleged 'administrative improbity' in relation to refurbishment contracts awarded in 2009 by the Sao Paulo metro operator CMSP and for 'cartel' in relation to a five year-maintenance contract with the Sao Paulo urban transit operator CPTM signed in 2002. In September 2015, the prosecution service of Sao Paulo announced a second public civil action for 'cartel' in relation to the follow-on five year maintenance contract covering the period 2007 to 2012. In addition, BT Brazil was served notice and joined in December 2014 a civil suit as co-defendant first commenced by the Sao Paulo state government against Siemens AG in the fall of 2013 and with which the State government seeks to recover loss for alleged cartel activities.

Companies found to have engaged in unlawful cartel conduct are subject to administrative fines, state actions for repayment of overcharges and potentially disqualification for a certain period. The Corporation and BT Brazil cooperated in the investigations relating to the administrative proceedings and defended themselves vigorously.

In December 2018, the Superintendent-General of CADE filed a formal opinion finding BT Brazil had engaged in anti-competitive behaviour. On February 18, 2019, CADE's Attorney General issued its opinion, substantially supporting the General Superintendence's recommendations. On June 20, 2019, the Brazil Superior Court of Justice granted an extraordinary recourse brought by CADE to overcome the effects of certain injunctions instituted by the defendants (including BT Brazil) and the matter was added to the following plenary session of the CADE Board, a quasi-judicial competition tribunal. On July 8, 2019, the CADE Board issued a bench ruling supporting the Superintendent-General of CADE's formal opinion filed in December 2018. This opinion found all the defendants (including BT Brazil) had engaged in anti-competitive behaviour and recommended the conviction of all the investigated parties. In the case of BT Brazil, the conviction includes a fine of 22 million Brazilian Real (approximately \$4 million as at December 31, 2020), but no debarment. BT Brazil was not declared ineligible to participate in future public bids.

On August 26, 2020, BT Brazil's motion for clarification was finally ruled on and decided by CADE. As concerned BT Brazil, CADE's rulings remained the same. The CADE decision clarified that payment of the fine would become due after 30 days as of publication of the decision if not appealed / challenged in the courts. The August 26, 2020 final decision was officially published on September 2, 2020, triggering the 30-day period for filing a court action. However, due to a problem in the service of one of the defendants, the deadline for all defendants to appeal in court was October 9, 2020, and BT Brazil filed its appeal timely. On November 11, 2020 the court granted the injunction to suspend the enforceability of the fine against BT Brazil.

In parallel with the proceedings described above, the Corporation conducted an internal review to determine whether any kind of anti-competitive conduct had occurred. This review did not reveal any evidence of participation in an illicit agreement to allocate markets and influence the outcome of competitive bidding procedures as alleged by the competition authority.

The Corporation strongly disagrees with the conclusions of the CADE Board and BT Brazil has commenced the requisite steps to contest its decision before tribunals of competent jurisdiction and continues to vigorously defend itself against the allegations.

Transnet

While this matter relates to the Transportation segment, which has been divested as part of the sale to Alstom on January 29, 2021, the Corporation remains involved in this matter and remains liable to Alstom, as acquirer of Transportation, under certain circumstances.

The Corporation learned through various media reports of the appointment of a Judicial Commission of Inquiry into Allegations of State Capture, Corruption and Fraud in the Public Sector, including organs of state (the Zondo

Commission) for which the terms of reference were published by presidential proclamation on January 25, 2018. Before and after the creation of the Zondo Commission, the media reported allegations of irregularities with respect to multiple procurements regarding the supply of 1,064 locomotives by South African train operator Transnet Freight Rail. On September 7, 2018, Bombardier Transportation South Africa (Pty.) Ltd. (BTSA) was informed that the Special Investigation Unit (SIU), a forensic investigation agency under the Department of Justice in South Africa, had opened an investigation with respect to the acquisition of the 1064 locomotives by Transnet, in 2014.

On February 4, 2019, BTSA submitted a confidential written statement with supporting documents that sets out its position on public allegations and requested the opportunity to publicly present evidence to the Zondo Commission. The Zondo Commission has reviewed the submission and related documents. In December 2019, BTSA has made a further submission including affidavits. In December 2020, BTSA was informed by the Zondo Commission that it was granted leave to adduce evidence and to cross-examine witnesses having previously testified before the Commission. In June 2019, BTSA was requested by SIU to provide information and explanation about the costs of the relocation to Durban. Although the written statement previously communicated to the Zondo Commission could not be shared with SIU, BTSA did provide SIU with the information in its possession regarding the price evolution during tender phase, the relocation as well as explanation about the costs for same.

The Corporation is conducting an internal review into the allegations by external advisors under the supervision of counsel. The review is still ongoing but based on information known to the Corporation at this time, there is no reason to believe that the Corporation has been involved in any wrongdoing with respect to the procurement by Transnet of 240 TRAXX locomotives from Bombardier Transportation. Contrary to what has been reported by the media, the contract is still in full force and continues to be executed.

On January 11, 2021, counsel for Bombardier received an additional request from the DOJ for the communication of documents and information regarding contracts with Transnet and the Passenger Rail Agency of South Africa, and also about an alleged related sale of a *Global 6000*. Bombardier is cooperating with the DOJ's ongoing requests.

Spain

This matter relates to the Transportation business formerly owned by Bombardier. While this investigation was, as at December 31, 2020, a legal proceeding to which Bombardier was a party, this is no longer the case as a result of the sale of the Transportation segment to Alstom, which closed on January 29, 2021.

In December 2017, the Spanish Competition Authority (CNMC) conducted an inspection at the offices of Bombardier European Investments, S.L.U. (BEI) in Madrid. According to the Inspection Order, CNMC's inspection follows information it learned about possible irregularities in public tenders with the Railway Infrastructures Administrator (ADIF). On January 2, 2018, BEI received an information request from the CNMC regarding the legal and operational organization of BEI. BEI is cooperating with the authorities to the extent possible and responded to the information request. There are currently no charges nor allegations that BEI breached any law.

On August 28, 2018, BEI was informed that the CNMC was opening formal proceedings against eight competing companies active on the Spanish signalling equipment market and four directors, including BEI and its parent company, Bombardier Transportation (Global Holding) UK Limited. No Bombardier directors were named. The inclusion of the parent company is typical of European competition authorities at the early stage of the proceedings.

The appeal filed by Bombardier to the Audiencia Nacional against the CNMC's decision that admits ADIF (who is Bombardier's customer) as an interested party was rejected on September 4, 2020. The CNMC then decided to lift the suspension of the investigation.

The Corporation has obtained access to the Statement of Objection in which the CNMC discloses the evidence they have gathered against the various participants to the alleged cartel in the signalling business. The delay to respond as extended was expiring on October 13, 2020 and the Corporation filed its response in time exposing factual and legal arguments to contest the Statement of Objection. Further to the filing of the response the CNMC will prepare a Proposed Resolution which may include sanctions which can also be responded by the Corporation to have the case dismissed. The final decision of the CNMC on the Proposed Resolution can be appealed to Audiencia Nacional.

The Corporation's policy is to comply with all applicable laws, including antitrust and competition laws. In light of the early stage of the preliminary investigation, management is unable to predict its duration or outcome, including

whether any operating division of the Corporation could be found liable for any violation of law or the extent of any fine, if found to be liable.

Indonesia

In May 2020, the Indonesian Corruption Court convicted the former CEO of Garuda Indonesia (Persero) TBK and his associate of corruption and money laundering in connection with five procurement processes involving different manufacturers, including the 2011-2012 acquisition and lease of Bombardier CRJ1000 aircraft by Garuda Indonesia (Persero) TBK (the Garuda Transactions). No charges were laid against the Corporation or any of its directors, officers or employees. Shortly thereafter, the Corporation launched an internal review into the Garuda Transactions, which is being conducted by external counsel.

The Corporation understands that the U.K. Serious Fraud Office (SFO) has commenced a formal investigation into the same transactions. The Corporation has met with the SFO to discuss the status of the Corporation's internal review and its potential assistance with the SFO investigation on a voluntary basis.

Both the SFO investigation and the internal review are on-going.

Class action

On February 15, 2019, the Corporation was served with a Motion for authorization to bring an action pursuant to Section 225.4 of the Quebec Securities Act and application for authorization to institute a class action before the Superior Court of Québec in the district of Montréal against Bombardier Inc. and Messrs. Alain Bellemare and John Di Bert (Motion) (formerly the President and Chief Executive Officer and the Senior Vice President and Chief Financial Officer, respectively, of Bombardier) to claim monetary damages in an unspecified amount in connection with alleged false and misleading representations about the Corporation's business, operations, revenues and free cash flow, including an alleged failure to make timely disclosure of material facts concerning its guidance for 2018. In the class action component of the Motion, the Plaintiff Denis Gauthier seeks to represent all persons and entities who have purchased or acquired Bombardier's securities during the period of August 2, 2018 to November 8, 2018, inclusively and held all or some of these securities until November 8, 2018. Both the action pursuant to the Quebec Securities Act and the class action require an authorization from the Court before they can move forward. Until they are authorized, there are no monetary claims pending against the defendants in the context of these Court proceedings.

Bombardier Inc. and Messrs. Bellemare and Di Bert are contesting this Motion. The Corporation's preliminary view at this juncture is that the possibility that these Court proceedings will cause the Corporation to incur material monetary liability appears to be remote.

TRANSFER AGENT AND REGISTRAR

The Transfer Agent and Registrar for each class of the Corporation's publicly listed securities is Computershare Investor Services Inc. at its principal office in each of the Canadian cities of Montréal, Toronto, Calgary and Vancouver.

MATERIAL CONTRACTS AND SECURITY HOLDER DOCUMENTS

Material Contracts

The following material contract was filed on SEDAR in accordance with National Instrument 51-102 Continuous Disclosure Obligations:

- a) An agreement dated as of September 16, 2020, between Bombardier, Bombardier UK Holding Limited, CDP Investissements Inc., BT Rail I L.P., BT Rail II L.P., CDPQ (collectively the "Seller"), Alstom Holdings and Alstom S.A. (the "Buyer"), a copy of which was filed on the Corporation's profile on SEDAR (www.sedar.com) on September 24, 2020, pursuant to which the Seller agreed to sell the entire issued share capital of Bombardier Transportation (Investment) UK Limited to the Buyer, as further described under "Note 31 - Discontinued Operations" of the Corporation's consolidated financial statements for the fiscal year ended December 31, 2020 filed on SEDAR (www.sedar.com) on February 11, 2021, which Note is incorporated by reference into this Annual Information Form.

Certain Documents Affecting the Rights of Security Holders

In addition, the following is a list of the indentures to which the Corporation is a party and that relate to the notes and debentures of the Corporation that were issued and outstanding as of December 31, 2020, all of which have been filed on SEDAR in accordance with National Instrument 51-102 Continuous Disclosure Obligations:

- a) Indenture dated November 2, 2010 between Bombardier, as issuer, Deutsche Bank Trust Company Americas, as joint trustee, Computershare Trust Company of Canada, as joint trustee, Canadian registrar and Canadian transfer agent, Deutsche Bank AG, London Branch, as London paying agent and London transfer agent, and Deutsche Bank Luxembourg S.A., as European registrar, Luxembourg paying agent and Luxembourg transfer agent, providing for the issue of €780 million aggregate principal amount of 6.125% Senior Notes due May 2021 of which €414 million principal amount remain outstanding;
- b) Indenture dated November 21, 2016 between Bombardier, as issuer, Deutsche Bank Trust Company Americas, as U.S. trustee, U.S. registrar, U.S. paying agent and U.S. transfer agent, and Computershare Trust Company of Canada, as Canadian trustee, Canadian registrar and Canadian transfer agent, providing for the issue of \$1,400 million aggregate principal amount of 8.75% Senior Notes due December 2021 of which \$1,018 million principal amount remain outstanding;
- c) Indenture dated March 8, 2012 between Bombardier, as issuer, Deutsche Bank Trust Company Americas, as U.S. trustee, U.S. registrar, U.S. paying agent and U.S. transfer agent, and Computershare Trust Company of Canada, as Canadian trustee, Canadian registrar and Canadian transfer agent, providing for the issue of \$500 million aggregate principal amount of 5.750% Senior Notes due March 2022;
- d) Indenture dated April 3, 2014 between Bombardier, as issuer, Deutsche Bank Trust Company Americas, as U.S. trustee, U.S. registrar, U.S. paying agent and U.S. transfer agent, and Computershare Trust Company of Canada, as Canadian trustee, Canadian registrar and Canadian transfer agent, providing for the issue of \$1,200 million aggregate principal amount of 6.00% Senior Notes due October 2022;
- e) Indenture dated January 14, 2013 between Bombardier, as issuer, Deutsche Bank Trust Company Americas, as U.S. trustee, U.S. registrar, U.S. paying agent and U.S. transfer agent, and Computershare Trust Company of Canada, as Canadian trustee, Canadian registrar and Canadian transfer agent, providing for the issue of \$1,250 million aggregate principal amount of 6.125% Senior Notes due January 2023;
- f) Indenture dated November 27, 2017 between Bombardier, as issuer, Deutsche Bank Trust Company Americas, as U.S. trustee, U.S. registrar, U.S. paying agent and U.S. transfer agent, and Computershare Trust Company of Canada, as Canadian trustee, Canadian registrar and Canadian transfer agent, providing for the issue of \$1,000 million aggregate principal amount of 7.50% Senior Notes due December 2024;

- g) Indenture dated March 13, 2015 between Bombardier, as issuer, Deutsche Bank Trust Company Americas, as U.S. trustee, U.S. registrar, U.S. paying agent and U.S. transfer agent, and Computershare Trust Company of Canada, as Canadian trustee, Canadian registrar and Canadian transfer agent, providing for the issue of \$1,500 million aggregate principal amount of 7.50% Senior Notes due March 2025;
- h) Indenture dated December 20, 1996, between Bombardier, as issuer, and Montreal Trust Company (now Computershare Trust Company of Canada), as trustee and registrar, providing for the issue of Cdn\$150 million aggregate principal amount of 7.35% Debentures due December 2026;
- i) Indenture dated March 7, 2019 between Bombardier, as issuer, Deutsche Bank Trust Company Americas, as U.S. trustee, U.S. registrar, U.S. paying agent and U.S. transfer agent, and Computershare Trust Company of Canada, as Canadian trustee, Canadian registrar and Canadian transfer agent, providing for the issue of \$2,000 million aggregate principal amount of 7.875% Senior Notes due April 2027; and
- j) Indenture dated April 21, 2004 between Bombardier, as issuer, and the Bank of New York Mellon (as successor in interest to JPMorgan Chase Bank), as trustee and registrar, providing for the issue of \$250 million aggregate principal amount of 7.45% Notes due May 2034.

Each of the above-noted series of notes and debentures is redeemable at the option of Bombardier at any time at the applicable redemption price (which may be a customary “make-whole” premium) set forth in the respective indentures governing such instruments. Each of the foregoing series of notes and debentures is unsecured and is not guaranteed by any subsidiary of Bombardier. The respective indentures under which the notes and debentures were issued contain restrictive covenants and event of default provisions customary for investment grade debt instruments, including limitations on liens, mergers and consolidations and sales of assets. If an event of default occurs and is continuing, the trustee or the holders of at least 25% in principal amount of the then-outstanding notes under the respective indentures governing the foregoing issuances of notes may declare all of such notes to be due and payable immediately (such acceleration being automatic in the event of our bankruptcy or insolvency).

INTEREST OF EXPERTS

Ernst & Young LLP is the independent auditor who prepared the Auditors' Reports to the shareholders of Bombardier Inc. under Canadian generally accepted auditing standards. Ernst & Young LLP has confirmed to the Corporation that it is independent within the meaning of the Rules of Professional Conduct of the *Ordre des comptables professionnels agréés du Québec*. These rules are equivalent or similar to Rules of Professional Conduct applicable to chartered accountants in the other provinces of Canada.

AUDIT COMMITTEE DISCLOSURE

Audit Committee Information

Diane Giard is the Chair of the Audit Committee, and Martha Finn Brooks and Anthony R. Graham are its other members. Each of them is independent and financially literate within the meaning of National Instrument 52-110 - Audit Committees.

The Charter of the Audit Committee is reproduced in Schedule 1 attached to this Annual Information Form.

The education and related experience of each of the members of the Audit Committee are described below.

Martha Finn Brooks Ms. Brooks was appointed as a member of the Audit Committee at the meeting of the Board of Directors of the Corporation held on November 1, 2017. She was previously a member of the Audit Committee of the Corporation from 2009 until 2011. Ms. Finn Brooks was, until her retirement in May 2009, President and Chief Operating Officer of Novelis, Inc., a global aluminium rolling company owned by Mumbai-based Hindalco Industries Ltd., which had earlier been spun off by Alcan Inc. in 2005. From 2002 to 2005, she served as Corporate Senior Vice President and President and Chief Executive Officer of Alcan Rolled Products, Americas and Asia. Prior to joining Alcan, she was a Vice President at engine manufacturer Cummins Inc. Ms. Finn Brooks holds a B.A. in economics and political science and an M.B.A. in international business from Yale University. She is a member of the Audit Committee of Constellium SE since June 2016 and was a member of the Audit Committees of Jabil Circuit Inc., International Paper Company, Algeco Scotsman holding S.à.r.l. and Cooperative for Assistance and Relief Everywhere, Inc. (CARE USA).

Diane Giard (Chair) Ms. Giard was appointed Chair of the Audit Committee effective June 5, 2018. She was, from March 2017 until her retirement in June 2018, Executive Vice President, Personal and Commercial Banking and Marketing at the National Bank of Canada. She joined National Bank of Canada in 2011 as Executive Vice President, Marketing and less than a year later became responsible for Personal & Commercial Banking. Ms. Giard has more than 30 years' experience in the banking industry, including several years at the Bank of Nova Scotia (Scotiabank), which she joined in 1982 and where she held various executive positions of increasing responsibility including Senior Vice President of Quebec & Eastern Ontario Region. Ms. Giard has a bachelor's degree in Economics from Université de Montréal and a Master's in Business Administration from Université du Québec à Montréal.

Anthony R. Graham Mr. Graham was appointed as a member of the Audit Committee at the meeting of the Board of Directors of the Corporation held on May 2, 2019. He is Chairman, President and Chief Executive of Sumarria Inc. He served as Vice Chairman of Wittington Investments, Limited from May 2014 to May 2019, after having been its President since 2000. Before joining Wittington Investments, Limited he held senior positions in Canada and the United Kingdom with National Bank Financial Inc. He attended the University of Western Ontario and was awarded an Honorary Doctor of Laws Degree from Brock University. He is a member of the Audit Committee of Graymont Limited and was a member of the Audit Committees of President's Choice Bank, George Weston Limited and Loblaw Companies Limited.

Appointment of Auditors

For each of the financial years ended December 31, 2020 and 2019, Ernst & Young LLP billed the Corporation the following fees for services:

Fees	Fiscal Year Ended December 31, 2020	Fiscal Year Ended December 31, 2019
Audit fees	\$8,469,000	\$10,228,000
Audit related fees	\$2,422,000	\$2,519,000
Tax fees	\$5,475,000	\$4,853,000
All other fees	\$23,000	\$215,000
Total Fees	\$16,389,000	\$17,815,000

In the table above, the terms in the column “Fees” have the following meanings: “Audit fees” refers to all fees incurred with respect to audit services, being the professional services rendered by the Corporation’s independent auditors for the audit of its consolidated annual financial statements and those of its subsidiaries and the review of the Corporation’s quarterly consolidated financial statements as well as services normally provided by the Corporation’s independent auditors in connection with statutory and regulatory filings and engagements; “Audit-related fees” refers to the aggregate fees billed for assurance and related services by the Corporation’s independent auditors that are reasonably related to the performance of the audit or review of its consolidated financial statements and are not reported under “Audit fees” including audits of the Corporation’s employee benefit plans and other attest services, as well as due diligence and other related services; “Tax fees” refers to the aggregate fees billed for professional services rendered by the Corporation’s independent auditors for tax compliance, expatriate and global mobility compliance services, tax advice and tax planning, including the preparation or review of tax returns, transfer pricing documentation and assistance with tax audits, rendered to the Corporation and its many subsidiaries around the world; and “All other fees” refers to the aggregate fees billed for products and services provided by the Corporation’s independent auditors, other than “Audit fees”, “Audit-related fees” and “Tax fees”, consisting primarily of cybersecurity risk assessment services. The Audit Committee has considered whether the provision of services other than audit services is compatible with maintaining the independence of the Corporation’s independent auditors. The Audit Committee has adopted a policy that prohibits the Corporation from engaging its independent auditors for “prohibited” categories of non-audit services and requires pre-approval by such Committee of audit services and other services within certain permissible categories of non-audit services.

ADDITIONAL INFORMATION

Additional information relating to the Corporation, including directors' and officers' remuneration and indebtedness, principal holders of the Corporation's securities and securities authorized for issuance under equity compensation plans, is contained in the Corporation's management proxy circular for its most recently completed financial year. Additional financial information is provided in the Corporation's financial statements and MD&A for its most recently completed financial year. The above-mentioned documents may be found on SEDAR at www.sedar.com.

All information incorporated by reference into this Annual Information Form is contained or included in one of the Corporation's continuous disclosure documents filed with the Canadian securities regulatory authorities which may be viewed on SEDAR at www.sedar.com.

Where a section of this Annual Information Form incorporates by reference information from one of the Corporation's other continuous disclosure documents, such section makes specific reference to the document in which such information is originally contained or included, as well as to the relevant section.

FORWARD-LOOKING STATEMENTS

This Annual Information Form includes forward-looking statements, which may involve, but are not limited to: statements with respect to the Corporation's objectives, anticipations and outlook or guidance in respect of various financial and global metrics and sources of contribution thereto, targets, goals, priorities, market and strategies, financial position, financial performance, market position, capabilities, competitive strengths, credit ratings, beliefs, prospects, plans, expectations, anticipations, estimates and intentions; general economic and business outlook, prospects and trends of an industry; customer value; expected demand for products and services; growth strategy; product development, including projected design, characteristics, capacity or performance; expected or scheduled entry-into-service of products and services, orders, deliveries, testing, lead times, certifications and execution of orders in general; competitive position; expectations regarding revenue and backlog mix; the expected impact of the legislative and regulatory environment and legal proceedings; strength of capital profile and balance sheet, creditworthiness, available liquidities and capital resources, expected financial requirements, and ongoing review of strategic and financial alternatives; the introduction of, productivity enhancements, operational efficiencies, cost reduction and restructuring initiatives, and anticipated costs, intended benefits and timing thereof; the anticipated business transition to growth cycle and cash generation; expectations, objectives and strategies regarding debt repayment, refinancing of maturities and interest cost reduction; expectations regarding availability of government assistance programs, compliance with restrictive debt covenants; expectations regarding the declaration and payment of dividends on the Corporation's preferred shares; intentions and objectives for the Corporations' programs, assets and operations; and the impact of the COVID-19 pandemic on the foregoing and the effectiveness of plans and measures the Corporation has implemented in response thereto; and expectations regarding gradual market and economic recovery in the aftermath of the COVID-19 pandemic. As it relates to the sale of the Transportation business to Alstom, this Annual Information Form also contains forward-looking statements with respect to the benefits of such transaction, the use of the proceeds derived from the transaction and its impact on the Corporation's outlook, guidance and targets, operations, infrastructure, opportunities, financial condition, business plan and overall strategy.

Forward-looking statements can generally be identified by the use of forward-looking terminology such as "may", "will", "shall", "can", "expect", "estimate", "intend", "anticipate", "plan", "foresee", "believe", "continue", "maintain" or "align", the negative of these terms, variations of them or similar terminology. Forward-looking statements are presented for the purpose of assisting investors and others in understanding certain key elements of the Corporation's current objectives, strategic priorities, expectations, outlook and plans, and in obtaining a better understanding of the Corporation's business and anticipated operating environment. Readers are cautioned that such information may not be appropriate for other purposes.

By their nature, forward-looking statements require the Corporation to make assumptions and are subject to important known and unknown risks and uncertainties, which may cause the Corporation's actual results in future periods to differ materially from forecast results set forth in forward-looking statements. While the Corporation considers these assumptions to be reasonable and appropriate based on information currently available, there is risk that they may not be accurate. The assumptions underlying the forward-looking statements made in this Annual Information Form in relation to the sale of the Transportation business to Alstom discussed herein include the following material assumptions: the realization of the intended benefits from this transaction and the deployment of proceeds towards debt pay down. For additional information, including with respect to other assumptions underlying the forward-looking statements made in this Annual Information Form, refer to the Guidance and forward-looking statements section in the MD&A which may be viewed on SEDAR at www.sedar.com. Given the impact of the changing circumstances surrounding the COVID-19 pandemic and the related response from the Corporation, governments (federal, provincial and municipal), regulatory authorities, businesses, suppliers, customers, counterparties and third-party service providers, there is inherently more uncertainty associated with the Corporation's assumptions as compared to prior years.

Certain factors that could cause actual results to differ materially from those anticipated in the forward-looking statements include, but are not limited to, risks associated with general economic conditions, risks associated with the Corporation's business environment (such as risks associated with the financial condition of business aircraft customers; trade policy; increased competition; political instability and force majeure events or global climate change), operational risks (such as risks related to developing new products and services; development of new business ; order backlog; the transition to a pure-play business aviation company; the certification of products and services; the execution of orders; pressures on cash flows and capital expenditures based on seasonality and cyclicity; execution of the Corporation's strategy, productivity enhancements, operational efficiencies, restructuring

and cost reduction initiatives; doing business with partners; product performance warranty and casualty claim losses; regulatory and legal proceedings; environmental, health and safety risks; dependence on certain customers, contracts and suppliers; supply chain risks; human resources; reliance on information systems; reliance on and protection of intellectual property rights; reputation risks; risk management; tax matters; and adequacy of insurance coverage), financing risks (such as risks related to liquidity and access to capital markets; retirement benefit plan risk; exposure to credit risk; substantial debt and interest payment requirements; restrictive debt covenants; reliance on debt management and interest cost reduction strategies; and reliance on government support), market risks (such as foreign currency fluctuations; changing interest rates; increases in commodity prices; and inflation rate fluctuations). For more details, see the Risks and uncertainties section in Other in the MD&A which may be viewed on SEDAR at www.sedar.com. Any one or more of the foregoing factors may be exacerbated by the ongoing COVID-19 outbreak and may have a significantly more severe impact on the Corporation's business, results of operations and financial condition than in the absence of such outbreak. As a result of the current COVID-19 pandemic, additional factors that could cause actual results to differ materially from those anticipated in the forward-looking statements include, but are not limited to: risks related to the impact and effects of the COVID-19 pandemic on economic conditions and financial markets and the resulting impact on the Corporation's business, operations, capital resources, liquidity, financial condition, margins, prospects and results; uncertainty regarding the magnitude and length of economic disruption as a result of the COVID-19 outbreak and the resulting effects on the demand environment for our products and services; uncertainty regarding market and economic recovery in the aftermath of the COVID-19 pandemic; emergency measures and restrictions imposed by public health authorities or governments, fiscal and monetary policy responses by governments and financial institutions; disruptions to global supply chain, customers, workforce, counterparties and third-party service providers; further disruptions to operations, orders and deliveries; technology, privacy, cyber security and reputational risks; and other unforeseen adverse events.

Readers are cautioned that the foregoing list of factors that may affect future growth, results and performance is not exhaustive and undue reliance should not be placed on forward-looking statements. Other risks and uncertainties not presently known to the Corporation or that the Corporation presently believes are not material could also cause actual results or events to differ materially from those expressed or implied in the Corporation's forward-looking statements. The forward-looking statements set forth herein reflect the Corporation's expectations as at the date of this Annual Information Form and are subject to change after such date. Unless otherwise required by applicable securities laws, the Corporation expressly disclaims any intention, and assumes no obligation to update or revise any forward-looking statements, whether as a result of new information, future events or otherwise. The forward-looking statements contained in this Annual Information Form are expressly qualified by this cautionary statement.

SCHEDULE 1

CHARTER OF THE AUDIT COMMITTEE

BOMBARDIER INC.

Audit Committee

1. Membership and Quorum

- A minimum of three directors who shall all be (except to the extent permitted by applicable laws, rules and regulations as determined by the Board of Directors) independent.
- All the members of the Audit Committee shall be financially literate or shall become financially literate within a reasonable period of time after their appointment to the Audit Committee; a member of the Audit Committee is financially literate if he or she has the ability to read and understand a set of financial statements that present a breadth and level of complexity of accounting issues that are generally comparable to the breadth and complexity of the issues that can reasonably be expected to be raised by Bombardier's financial statements.
- Quorum: a majority of the members.

2. Frequency and Timing of Meetings

- Normally, in conjunction with the meetings of the Board of Directors of Bombardier (the Board of Directors).
- At least four times a year and as necessary.

3. Chairman of the Audit Committee

One of the members of the Audit Committee shall act as its Chairman. The responsibilities of the Chairman of the Audit Committee include the following:

A. PROVIDING LEADERSHIP TO ENHANCE THE AUDIT COMMITTEE'S EFFECTIVENESS

- ensuring that the Audit Committee works as a cohesive team and providing the leadership essential to achieve this;
- ensuring that the resources available to the Audit Committee (in particular timely and relevant information) are adequate to support its work.

B. MANAGING THE AUDIT COMMITTEE

- setting the agenda of the Audit Committee, in consultation with the Senior Vice President and Chief Financial Officer, and prior to the meeting of the Audit Committee, circulating the agenda to the members of the Audit Committee;
- adopting procedures to ensure that the Audit Committee can conduct its work effectively and efficiently, overseeing the Audit Committee structure and composition, scheduling and management of meetings;
- ensuring that the conduct of the Audit Committee meetings provides adequate time for serious discussion of relevant issues;
- ensuring that the outcome of the meeting of the Audit Committee and any material matters reviewed at such meeting are reported to the Board of Directors at its next regular meeting.

4. Mandate of the Audit Committee

A. PURPOSE

- i. OVERSEEING FINANCIAL REPORTING AND AUDIT

The Audit Committee is a Committee of the Board of Directors formed to assist it in fulfilling its oversight responsibilities in relation to:

- the financial reporting process;
- the independent auditor; and
- the Corporate Audit Services and Risk Assessment.

ii. *MONITORING RISK MANAGEMENT*

The Audit Committee further assists the Board of Directors in fulfilling its oversight responsibilities in relation to:

- risk management matters;
- the financing activities of Bombardier;
- retirement plan fund management;
- environmental matters; and
- any additional matters delegated to the Audit Committee by the Board of Directors.

B. *OBJECTIVES*

The objectives of the Audit Committee are:

- to help the directors meet their responsibilities with respect to accountability;
- to assist in maintaining good communication between the directors and the independent auditor;
- to assist in maintaining the independent auditor's independence;
- with the assistance of the Senior Vice President and Chief Financial Officer, to ensure that an appropriate system of internal accounting and financial controls and appropriate risk management frameworks are maintained in view of the significant risks and exposures facing Bombardier;
- to maintain the credibility and objectivity of financial reports;
- to investigate and assess any issue that raises significant concern to the Audit Committee, with the assistance, if so required by the Audit Committee, of the Chief Audit Executive (or the executive performing an equivalent function), and/or the independent auditor.

C. *MEETINGS*

- Any member of the Audit Committee or the independent auditor or the Chief Audit Executive (or the executive performing an equivalent function) may request a meeting of the Committee.
- The Chairman of the Board of Directors, the President and Chief Executive Officer, and the Senior Vice President and Chief Financial Officer shall attend all meetings of the Audit Committee, except such part of the meeting, if any, which is a private session not involving all or some of these officers as determined by the Audit Committee.
- The President and Chief Executive Officer may, at his option, only attend that part of the meeting of the Audit Committee during which the quarterly or annual, as the case may be, consolidated financial statements of Bombardier, the related management's discussion and analysis and the press release to be issued on the consolidated financial statements are reviewed by the Audit Committee members.
- Each of the independent auditor and the Chief Audit Executive (or the executive performing an equivalent function) shall have direct access to the Audit Committee and shall receive notice of and have the right to attend all meetings of the Audit Committee, except such part of the meeting, if any, which is a private session not involving him or her.
- As relates to finance and risk management: the Treasurer shall have direct access to the Audit Committee and shall receive notice of and attend all meetings of the Audit Committee, except such part of the meeting, if any, which is a private session not involving him or her.

- The President and Chief Executive Officer, the Senior Vice President and Chief Financial Officer, the Chief Audit Executive (or the executive performing an equivalent function) or any other representative of management whose presence is requested by the Chairman of the Audit Committee or any of the Audit Committee members, and the independent auditor shall meet separately with the Audit Committee, in a private session held during the course of a meeting, at least once annually.
- Minutes of the meetings of the Audit Committee shall be kept by the Corporate Secretary. Supporting documents reviewed by the Audit Committee shall be kept by the Corporate Secretary. A copy of the minutes of any meeting or of any supporting document shall be made available for examination by any director of Bombardier upon request to the Corporate Secretary.

D. DUTIES AND RESPONSIBILITIES

- As they relate to the Board of Directors and financial reporting:
 - a. Assist the Board of Directors in the discharge of its oversight responsibilities to the shareholders, potential shareholders, the investment community, and others relating to Bombardier's financial statements and its financial reporting practices and the system of internal accounting and financial controls, the corporate audit and risk assessment function, the management information systems, the annual external audit of Bombardier's financial statements and the compliance by Bombardier with laws and regulations and its own Code of Ethics.
 - b. Maintain a free and open line of communication with the management of Bombardier, the Chief Audit Executive (or the executive performing an equivalent function) and the independent auditor.
 - c. Review, before their disclosure, Bombardier's quarterly consolidated financial statements, the related management's discussion and analysis and the press release on the quarterly financial results and, if appropriate, recommend to the Board of Directors their approval and disclosure.
 - d. Review, before their disclosure, Bombardier's annual audited consolidated financial statements, the related management's discussion and analysis, and the press release on the annual consolidated financial results and, if appropriate, recommend to the Board of Directors their approval and disclosure.
 - e. Review the presentation and impact of significant, unusual or sensitive matters such as disclosure of related party transactions, significant non-recurring events, significant risks and changes in provisions, estimates or reserves included in any financial statements.
 - f. Obtain explanations for communication to the Board of Directors for all significant variances between comparable reporting periods.
 - g. Review any litigation, claim or other contingency, including tax assessments and environmental situations, that could have a material adverse effect upon the financial position or operating results of Bombardier, and the manner in which these matters are disclosed in the financial statements.
 - h. Review the appropriateness of the accounting policies used in the preparation of Bombardier's financial statements, and consider recommendations for any material change to such policies.
 - i. To the extent not previously reviewed by the Audit Committee, review and, if appropriate, recommend to the Board of Directors the approval of all financial statements included in the prospectus and other offering memoranda and all other financial reports required by regulatory authorities and requiring approval by the Board of Directors.
 - j. Review the statement of management's responsibility for the financial statements as signed by the management of Bombardier and included in any published document.
 - k. Ensure that adequate procedures are in place for the review of Bombardier's public disclosure of financial information extracted or derived from Bombardier's financial statements, other than the public disclosure referred to in paragraph c) or d) above, and periodically assess the adequacy of those procedures.
 - l. Ensure that procedures are in place for: (i) the receipt, retention and treatment of complaints received by Bombardier regarding accounting, internal accounting controls, or auditing matters; and (ii) the confidential, anonymous submission by employees of Bombardier of concerns regarding questionable accounting or auditing matters.

- m. Where there is to be a change of independent auditor, review all issues related to the change, including any differences between Bombardier and the independent auditor that relate to the independent auditor's opinion or a qualification thereof or an independent auditor's comment.
 - n. Monitor the application of, and, if need be, review and make appropriate recommendations to management in order to update the Corporate Disclosure Policy of Bombardier.
- As they relate to the independent auditor:
 - a. Explicitly affirm that the independent auditor is independent and accountable to the Board of Directors and the Audit Committee, and in that context, work constructively with the independent auditor to build an effective relationship that allows for full, frank and timely discussion of all material issues, with or without management, as appropriate in the circumstances.
 - b. Recommend to the Board of Directors a firm of independent auditors for submission to the shareholders of Bombardier.
 - c. Review and make recommendations to the Board of Directors with respect to the fees payable for the external audit.
 - d. For each fiscal year, in accordance with the terms and conditions of the then current Audit and Non-Audit Services Pre-Approval Policy adopted by the Audit Committee, review and approve the terms of the independent auditor's (i) annual audit services engagement letter and (ii) the quarterly review services engagement letter; each of these letters shall be signed by the Chairman of the Audit Committee.
 - e. For each fiscal year, in accordance with the terms and conditions of the then current Audit and Non-Audit Services Pre-Approval Policy adopted by the Audit Committee, review and approve the scope of the (i) annual audit and of other audit related services and (ii) the quarterly review services to be rendered by the independent auditor; in that context, ensure that the independent auditor has access to all books, records, facilities and personnel of Bombardier.
 - f. Review with the independent auditor the contents of its report with respect to the annual consolidated financial statements of Bombardier and the results of the external audit, any significant problems encountered in performing the external audit, any significant recommendations further to the external audit and management's responses and follow-up in that context and ensure that the independent auditor is satisfied that the accounting estimates and judgments made by management's selection of accounting principles reflect an appropriate application of generally accepted accounting principles.
 - g. Review any significant recommendations by the independent auditor to strengthen the internal accounting and financial controls of Bombardier.
 - h. Review any unresolved significant issues between management and the independent auditor that could affect the financial reporting or internal controls of Bombardier.
 - i. To the extent practicable, assess the performance of the independent auditor at least once a year.
 - j. Ensure that the independent auditor shall not provide the following services to Bombardier:
 - bookkeeping or other services related to the accounting records or financial statements of Bombardier;
 - financial information systems design and implementation;
 - appraisal or valuation services, fairness opinions, or contribution-in-kind reports;
 - actuarial services;
 - internal audit outsourcing services;
 - management functions;
 - human resources;
 - broker or dealer, investment adviser, or investment banking services;
 - legal services; and
 - expert services unrelated to the audit.
 - k. All non-audit services shall require the prior approval of the Audit Committee in accordance with the terms and conditions of the then current Audit and Non-Audit Services Pre-Approval Policy adopted by the Audit Committee.
 - l. Review and approve Bombardier's hiring policies regarding partners, employees and former partners and employees of the present and former independent auditor of Bombardier.

- As they relate to the Chief Audit Executive (or the executive performing an equivalent function):
 - a. At least four times a year, in conjunction with the Board of Directors' meetings, review the report of the Chief Audit Executive (or the executive performing an equivalent function) on the results of the work that the Corporate Audit Services and Risk Assessment function has performed and with respect to its organization, staffing, and independence.
 - b. Review and, if appropriate, approve the annual Corporate Audit Services and Risk Assessment plan.
 - c. Assess the Corporate Audit Services and Risk Assessment reporting lines and make such recommendations as are necessary to preserve the independence of the Chief Audit Executive (or the executive performing an equivalent function).
 - d. Review significant Corporate Audit Services and Risk Assessment findings and recommendations and management's responses thereto.
 - e. Once a year, assess the performance of the Chief Audit Executive (or the executive performing an equivalent function), and if the circumstances so warrant, review and recommend the removal of the then current incumbent and the appointment of his successor and report the findings and conclusions of the Audit Committee to the Human Resources and Compensation Committee and to the President and Chief Executive Officer of Bombardier.
 - f. Once a year, review the terms of the charter of the Corporate Audit Services and Risk Assessment to ensure that they continue to be relevant and, if need be, make any appropriate modifications thereto.
- As they relate to finance and risk management:
 - a. Periodically (i) review with management Bombardier's material risks of a financial nature and the steps management has taken to monitor, control and manage such risks, (ii) review the adequacy of policies, procedures and controls designed by management to assess and manage these risks, and (iii) report its findings and conclusions to the Board of Directors with respect to any of these matters;
 - b. Review any significant or unusual transactions or projects related to Bombardier's ongoing activities (for example, joint ventures, equity investments, unusual long-term contracts, aircraft programs etc.), significant business opportunities, mergers, acquisitions, divestitures, significant asset sales or purchases, or equity investments and report its findings, conclusions and, if appropriate, recommendations to the Board of Directors for its approval; subsequently, monitor, on a periodic basis, the performance of Bombardier in connection with such transactions or projects;
 - c. Periodically review the financial situation of Bombardier, including its:
 - capital structure;
 - liquidity level and requirements;
 - long-term debt repayment profile;
 - short-term capital availability; and
 - dividend policy,
 and, as required, make appropriate recommendations to the Board of Directors;
 - d. Periodically review current and expected future compliance with covenants under all credit facilities and trust indentures;
 - e. Periodically review Bombardier's relationship with credit rating agencies and the ratings given to Bombardier, including any potential issues concerning such ratings;
 - f. Periodically review customer financing activities and programs offered by Bombardier in support of its business objectives, including off-balance sheet transactions, secured and unsecured financing, equity investments, letters of credit, guarantees or other forms of financial accommodation and the management of the related contingent obligations;
 - g. Periodically review policies, procedures and controls with respect to:

- foreign exchange hedging;
 - interest rates; or
 - derivatives instruments;
- h. Periodically review Bombardier's insurance program coverage and related insured risks, including coverage for property damage, business interruption, liabilities, and directors and officers;
 - i. Periodically review the fulfillment of Bombardier's obligations towards its various retirement plans and the investment of assets of such retirement plans, and receive appropriate information concerning investment policies, investment performance, actuarial liability profile, funding and accounting deficits and related impact on results, funding policies, compliance reports in relation to various investment policies or legislative requirements and the audited financial statements of the retirement plans;
 - j. Periodically review the corporate management's report on environmental matters; and
 - k. Fulfill any other duties and responsibilities delegated to the Audit Committee by the Board of Directors.
- As they relate to the Audit Committee's terms of reference, each year, review the Charter of the Audit Committee in order to ensure that it continues to be relevant and make recommendations to the Corporate Governance and Nominating Committee or the Board of Directors regarding its responsibilities therein.

5. Miscellaneous

If required, the Audit Committee may obtain advice and assistance from outside legal, accounting or other advisors, as well as consultants, and is provided with the appropriate funding for payment of the independent auditors and any advisors or consultants retained by it.

While the Audit Committee has the responsibilities and powers set forth in this mandate, it is not the duty of the Audit Committee to plan or conduct audits or to determine that Bombardier's financial statements are complete and accurate and are in accordance with generally accepted accounting principles. Such matters are the responsibility of management, the Chief Audit Executive (or the executive performing an equivalent function) and the independent auditor.

Nothing contained in the above mandate is intended to transfer to the Audit Committee the Board of Directors' responsibility to ensure Bombardier's compliance with applicable laws or regulations or to expand applicable standards of liability under statutory or regulatory requirements for the directors or the members of the Audit Committee.