

## SELECTED FINANCIAL INFORMATION

### Bombardier Aerospace

#### Total aircraft deliveries

(in units)	Three-month periods ended March 31	
	2013	2012
Business aircraft		
Excluding those of the <i>Flexjet</i> fractional ownership program	38	28
<i>Flexjet</i> fractional ownership program <sup>(1)</sup>	1	1
	39	29
Commercial aircraft	13	7
Amphibious aircraft	1	1
	53	37

<sup>(1)</sup> An aircraft delivery is included in the above table when the equivalent of 100% of the fractional shares of an aircraft model has been sold to external customers through *Flexjet*, or when a whole aircraft has been sold to external customers through the *Flexjet One* program.

#### Total aircraft net orders

Three-month periods ended (in units)	March 31, 2013			March 31, 2012		
	Gross orders	Cancellations	Net orders	Gross orders	Cancellations	Net orders
Business aircraft (including those of the <i>Flexjet</i> fractional ownership program)	36	(9)	27	49	(9)	40
Commercial aircraft	4	(3)	1	28	-	28
	40	(12)	28	77	(9)	68

#### Book-to-bill ratio<sup>(1)</sup>

	Three-month periods ended March 31	
	2013	2012
Business aircraft	0.7	1.4
Commercial aircraft	0.1	4.0
Total	0.5	1.8

<sup>(1)</sup> Defined as net orders received over aircraft deliveries, in units.

#### Order backlog

(in billions of dollars)	As at	
	March 31, 2013	December 31, 2012
Aircraft programs	\$ 28.7	\$ 29.5
Long-term maintenance and spares support agreements	2.8	2.8
Military Aviation Training	0.5	0.6
	\$ 32.0	\$ 32.9

## Bombardier Transportation

### Revenues by geographic region

	Three-month periods ended March 31			
	2013		2012	
Europe	\$ 1,399	67%	\$ 1,349	68% <i>restated</i>
North America	371	18%	388	20%
Asia-Pacific	212	10%	69	3%
Rest of world <sup>(1)</sup>	99	5%	176	9%
	<b>\$ 2,081</b>	<b>100%</b>	<b>\$ 1,982</b>	<b>100%</b>

<sup>(1)</sup> The Rest of world region includes South America, Central America, Africa, the Middle East and the CIS.

### Order intake and book-to-bill ratio

	Three-month periods ended March 31	
	2013	2012
Order intake (in billions of dollars) <sup>(1)</sup>		
Rolling stock	\$ 1.1	\$ 0.6
Services	0.6	0.3
System and signalling	0.3	0.3
	<b>\$ 2.0</b>	<b>\$ 1.2</b>
Book-to-bill ratio <sup>(2)</sup>	<b>0.9</b>	<b>0.6</b>

<sup>(1)</sup> Including any new orders between BT and its joint ventures, but excluding the order intake of our joint ventures.

<sup>(2)</sup> Ratio of new orders over revenues.

### Order backlog<sup>(1)</sup>

(in billions of dollars)	As at	
	March 31, 2013	December 31, 2012
Rolling stock	\$ 19.9	\$ 20.7 <i>restated</i>
Services	6.9	7.0
System and signalling	4.2	4.3
	<b>\$ 31.0</b>	<b>\$ 32.0</b>

<sup>(1)</sup> Including the order backlog for contracts between BT and its joint ventures, but excluding our share of joint ventures' backlog, which was \$2.1 billion as at March 31, 2013 (\$2.2 billion as at December 31, 2012).