



INVESTOR PRESENTATION

September 2018

Caution regarding forward-looking information

Certain information in this presentation may contain 'forward-looking information' as defined under applicable Canadian securities legislation. Forward-looking information typically contains words such as "anticipate", "believe", "could", "should", "estimate", "expect", "intend", "may", "plan", "predict", "project", "will", "would", and similar words and phrases, including references to assumptions. Such information may involve but is not limited to comments with respect to strategies, expectations, planned operations or future actions.

Forward-looking information relates to analyses and other information that are based on forecasts of future results, estimates of amounts not yet determinable and other uncertain events. Forward-looking information, by its nature, is based on assumptions, including those described below, and is subject to important risks and uncertainties. Any forecasts or forward-looking predictions or statements cannot be relied upon due to, amongst other things, external events, changing market conditions and general uncertainties of the business. Such statements involve known and unknown risks, uncertainties and other factors that may cause actual results, performance or achievements to differ materially from those expressed in the forward-looking information. Actual results may differ materially from anticipated results indicated in forward-looking information for a number of reasons, including, without limitation, the failure to successfully negotiate and execute definitive agreements for the transactions contemplated by the term sheets, the development of circumstances which differ from the assumptions under the heading "2018 Outlook", or changes in the competitive landscape in which Chorus Aviation Capital operates. Other risks that could cause actual results to differ materially from those indicated in forward-looking information include: risks relating to Chorus' economic dependence on and relationship with Air Canada; risks relating to the airline industry (including the international operation of aircraft in developing countries and areas of unrest); aircraft leasing (including the financial condition of lessees, availability of aircraft, access to capital, fluctuations in aircraft market values, competition and political risks); the failure of Chorus or any other party to satisfy conditions precedent to the closing of anticipated transactions; energy prices, general industry, market, credit, and economic conditions (including a severe and prolonged economic downturn which could result in reduced payments under the CPA); increased competition affecting Chorus and/or Air Canada; insurance issues and costs; supply issues and costs; the risk of war, terrorist attacks, aircraft incidents and accidents; fraud, cybersecurity attacks or other criminal behaviour by internal or external parties; epidemic diseases, environmental factors or acts of God; changes in demand due to the seasonal nature of Chorus' business or general economic conditions; the ability to reduce operating costs and employee counts; the ability of Chorus to secure financing; the ability of Chorus to attract and retain the talent required for its existing operations and future growth; the ability of Chorus to remain in good standing under and to renew and/or replace the CPA and other important contracts; employee relations, labour negotiations or disputes; pension issues and costs; currency exchange and interest rates; debt leverage and restrictive covenants contained in debt facilities; uncertainty of dividend payments; managing growth; changes in laws; adverse regulatory developments or proceedings in countries in which Chorus and its subsidiaries operate or will operate; pending and future litigation and actions by third parties. For a further discussion of risks, please refer to Chorus' Annual Information Form dated February 14, 2018. The statements containing forward-looking information in this discussion represent Chorus' expectations as of September 19, 2018, and are subject to change after such date. However, Chorus disclaims any intention or obligation to update or revise any forward-looking information whether as a result of new information, future events or otherwise, except as required under applicable securities laws.

Examples of forward-looking information in this presentation include: discussion of Chorus Aviation Capital's prospects on slide 6 "Chorus Aviation Capital"; the financing of and expectations for the aircraft leasing business on slide 8 "Regional Aircraft are a highly attractive leased asset"; the market opportunity in aircraft leasing on slide 12 "Key Strategies"; the projected growth of the air travel industry on slide 26 "Aviation Leasing is an Attractive Segment"; the discussion of the private placement on slide 29 "The Fairfax Investment"; the outlook discussion on slide 33 "Revenue Generation under the CPA - Outlook"; and the fleet plan on slide 34 "Jazz Fleet Modernization Plan".

CHORUS AT A GLANCE

TSX: CHR
Ticker symbol

~ 139 million
Outstanding shares ⁽¹⁾

~ \$1.0 billion
Market capitalization ⁽²⁾

~ \$1.4 billion
Operating revenue - 2017

~ \$286 million
Adjusted EBITDA - 2017

Consistently profitable
since becoming publicly
traded in 2006

Focused on **building
additional shareholder
value**

Current monthly
dividend of
\$0.04 per share (DRIP
at 4% discount)

(1) Outstanding Chorus shares as of August 31, 2018 139,379,606

(2) Calculated using closing price of Chorus shares of \$7.67 on the TSX on September 17, 2018.

GROWTH STRATEGY | Chorus lines of business

Focused on providing a full suite of regional airline services to customers around the world



Delivering regional aviation to the world

Regional Aircraft Leasing



CHORUS AVIATION CAPITAL

- Established in January 2017
- Fairfax Financial invested \$200 million in Chorus through a private placement of convertible debt units.
- New subsidiary is building a global, regional aircraft leasing platform - further advancing Chorus' growth and diversification strategy.
- Growth further supported by a \$100 million bought deal public offering - fully subscribed.
- Chorus Aviation Capital highly experienced team (see slide 26)
- Capable of delivering a full suite of support services to customers worldwide by leveraging the expertise within Chorus' group of companies.



The information above includes forward-looking information (refer to slide 2 - 'Caution regarding forward-looking information').



KEY STRATEGIES

New to Mid-Life Aircraft

- Acquire modern technology, high demand, marketable aircraft
- Use sale leasebacks to build airline relationships
- Use skyline purchases to reduce aircraft acquisition costs

Customers

- Build geographic, customer and product diversity
- Seek airline customers with high credit quality and/or strong prospects
- Employ collaborative approach to working with airlines

Long-Term Leases

- Target 5 to 10 years to provide significant visibility into future
- Conduct rigorous and thorough credit review
- Aim to recover aircraft costs over first lease

Low Cost Capital

- Seek debt financing from a variety of sources
- Match financing and lease term for risk hedge where feasible
- Reserve capital for select deals to allow for opportunistic purchasing

Highly Experienced Team

- Develop team with significant industry experience
- Leverage relationships with over 100 airlines

CAC STRATEGIC VISION

Opportunity

Chorus believes there is a significant opportunity to develop a large and profitable leasing platform by capitalizing on its unique expertise in the regional airline market. Chorus is targeting the regional segment because:

- Accelerating global passenger growth and positive airline fundamentals have created strong regional aircraft market demand.
- Regional aircraft leasing segment is currently underserved with limited competition and great potential for further penetration.
- The regional aircraft leasing segment enjoys premium yields and sector margins with favorable access to capital.
- The regional aircraft market is characterized by historically stable aircraft deliveries with limited technical obsolescence risk.

REGIONAL AIRCRAFT: A highly attractive leased asset

1

Resilient Demand Expectations with a Broad User Base

- The 70-130 seat fleet is expected to grow ~4-5% per year over the next 20 years⁽¹⁾
- ~20% to 25% regional aircraft manufactured are leased vs. ~40% to 50% narrow-body aircraft – solid growth potential

2

Attractive Aircraft Type for Shorter Routes

- Regional aircraft allow airlines to optimize aircraft size and reduce per-seat cost
- ~50% of global passengers fly on trips below 500 miles and ~30% of global passengers fly on trips below 300 miles⁽²⁾

3

Geographically Diverse Demand Dynamics

- Economic growth in emerging markets is expected to significantly outpace those in advanced economies
- The emergent urban middle classes in these areas present a real opportunity to expand air travel capabilities which will require the use of turboprop and regional jet aircraft

4

Stable Supply

- Historical deliveries of regional aircraft have been relatively consistent
- Regional aircraft projected deliveries are stable

5

Ability to Hold Values Over Time Due to No Significant Changes to Regional Aircraft Technology

- Values of regional jets and turboprops have proved less volatile relative to most narrow body aircraft

SOURCES OF SUPPLY FOR CAC TRANSACTIONS

Portfolio Acquisition

- Purchase of existing assets and leases from existing Lessors

Airline Sale Leaseback

- Sale and leaseback of existing or future aircraft deliveries

Skyline Leases

- Direct purchase from manufacturers for subsequent lease to airlines

There are a significant number of profitable lease transactions available to CAC.

CURRENT TRANSACTIONS



Air Nostrum 4x CRJ1000s



Flybe 3x ATR72-600s



Virgin Australia 3x ATR72-600s



Falcon 3x Q400s



CityJet 2x CRJ900s



Azul 2x E195s & 1 ATR600



KLM 1x E190s



Aeromexico 3x E190s



Ethiopian 2x Q400s



Philippine Airlines 3x Q400s

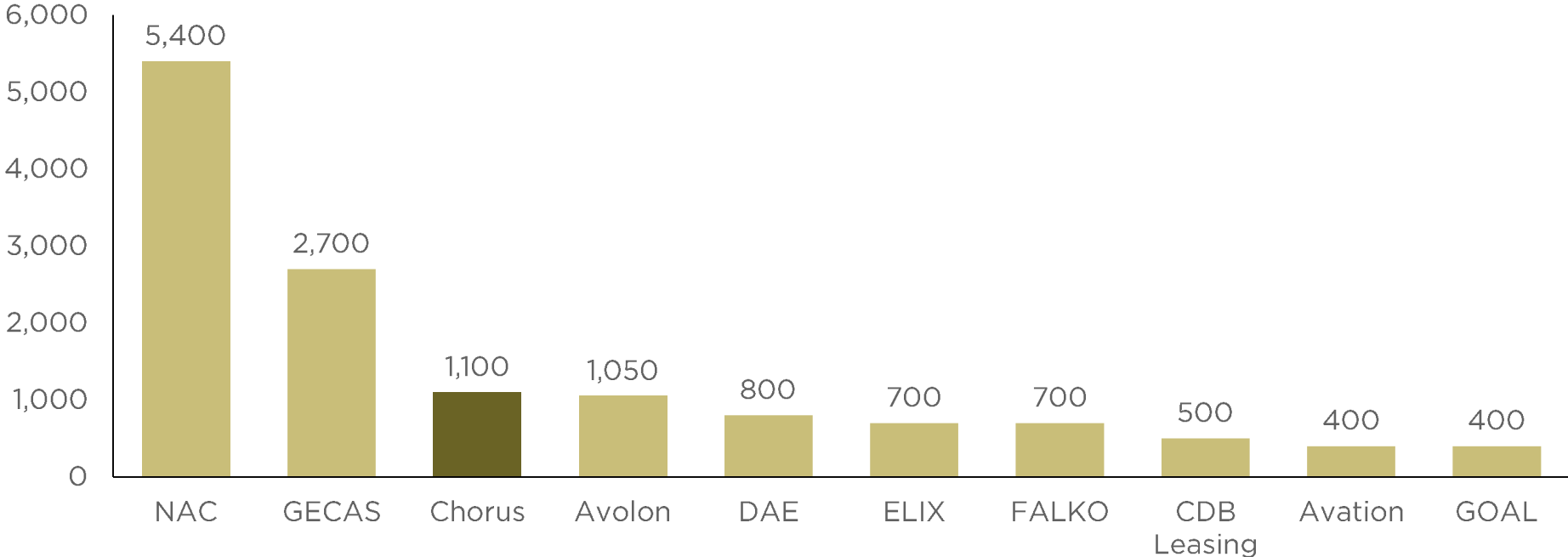
Average age of aircraft ~3 years with average lease terms of ~7.5 years

The information above includes forward-looking information (refer to slide 2 – “Caution regarding forward-looking information”)

CHORUS HAS BECOME A SIGNIFICANT PLAYER IN REGIONAL AIRCRAFT LEASING

Portfolio Value

(US\$ mm)



Source: 2017 Airline Business survey, CAC management estimates



Contracted Flying Operations



AIR CANADA EXPRESS | Responsibilities

Air Canada

- Purchases capacity
- Manages routes
- Sets flight schedules
- Sets ticket pricing
- Conducts marketing
- Assumes commercial risk
- Retains revenue from passenger and cargo sales
- Pays Jazz for aircraft capacity

Air Canada Express – operated by Jazz

- Provides crews, airframe maintenance, flight operations, some airport operations, and general administration
- **Scope of operation**
 - ~700 daily flights
 - 78 destinations in North America
 - Fleet of 116 aircraft
- ~ 70% of Air Canada's regional seat capacity
- **Three types of flying missions**
 - Smaller markets with less demand
 - High density markets at off-peak times
 - Point-to-point services on lower density routes
- Safe, reliable and customer-friendly operation

REVENUE GENERATION UNDER THE CPA

Fixed Fees

- Minimum fleet established for term of CPA
- Fixed margin per covered aircraft
- Fixed infrastructure fee per covered aircraft
- Combined fixed fees minimum of \$111.6 million¹ until 2020



Performance Incentives

- Achieving established targets:
 - Controllable on-time performance
 - Controllable flight completion
 - Passengers arriving with luggage
 - Customer service
- Maximum available annually until 2020: \$23.4 million¹



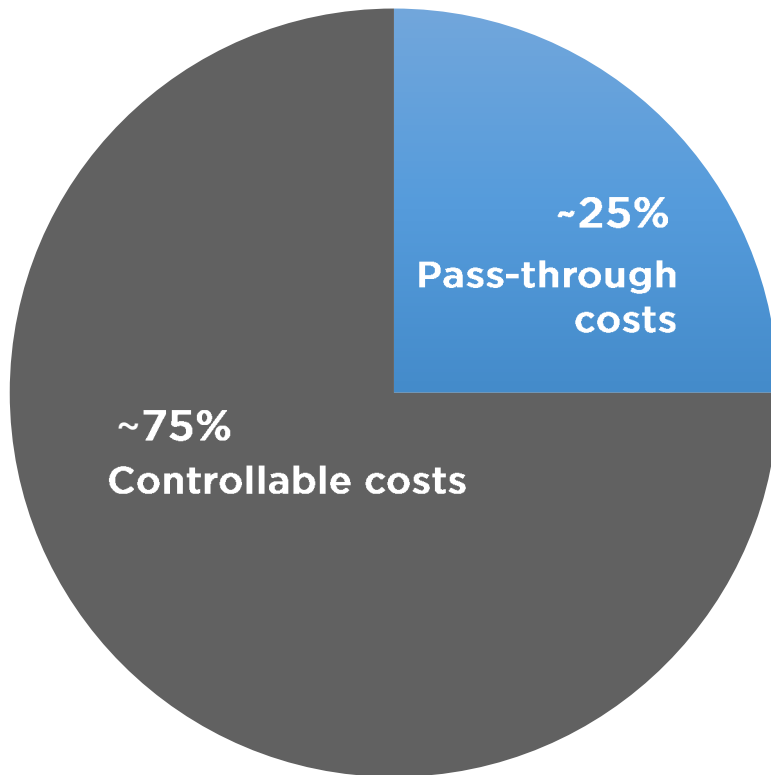
Aircraft Leasing

- Chorus-owned Q400, 4 Dash 8-300, 5 CRJ900 aircraft leased into Jazz's Air Canada Express operation
- FY 2017 earned \$116.0 million in CPA leasing revenue on 5 CRJ900, 4 Dash 8-300, 34 Q400 aircraft and 5 Q400 engines
- Minimum of 19 Dash 8-300s to undergo extended service program and leased under the CPA

¹ Refer to slide 31 for outlook through 2025 and slide 2 - caution regarding forward-looking information

COST MANAGEMENT UNDER THE CPA

Controllable revenue (costs) and pass-through costs



Controllable costs

- ✈ **Type of costs**
 - General overhead, salaries, wages and benefits
 - Depreciation and amortization on aircraft and parts
 - Aircraft maintenance
 - Materials and supplies
- ✈ **Rate setting**
 - Majority of costs, excluding crew rates, set annually, based on projected annual block hours, flying hours, cycles, passengers carried
 - Associated costs determined by Chorus and resulting rates mutually agreed upon with Air Canada
 - Annual rate setting decreases Chorus' risk profile and increases accuracy of rates
- ✈ **Crew rates**
 - Set for the term of the CPA and reflect projected crew unit costs
 - Underpinned by collective agreements set for same term as CPA
 - Can be adjusted based on certain criteria

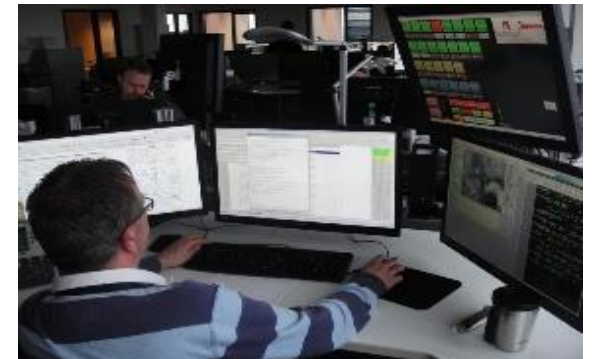
Pass-through costs

- 100% reimbursed
- Incurred by Chorus under the CPA
- Passed through to Air Canada and 100% reimbursed
- ✈ **Type of costs**
 - Airport fees
 - Navigational fees
 - Terminal handling fees
- ✈ **Exclusions**
 - Services provided by Air Canada at no cost to Chorus include:
 - Aircraft fuel
 - Air Canada ground handling

JAZZ'S COMPETITIVENESS UNDER THE CPA

Focused on increasing market competitiveness and growing services provided to Air Canada through a differentiated fleet and service offering

- **Industry-leading collective agreements expire end of 2025**
 - Pilots, Flight Attendants, Maintenance, Dispatchers
 - Pilots' DB pension replaced by DC pension (new hires)
 - Agreements expire in 2025 providing strong labour stability and cost visibility
- **Ongoing Pilot Mobility Program with Air Canada**
 - Enables senior pilots to flow to Air Canada with replacement pilots hired at industry competitive rates - ~54% on new wage scale at Q2 2018
 - Over 400 pilots exited Jazz since January 2015; **Modernization of Jazz fleet**
 - Focused on larger, newer technology regional aircraft
 - Majority of fleet changes to be completed by 2020¹
 - Lower cost per available seat mile
 - Increased network flexibility and competitiveness
 - Investing in Dash 8-300 Extended Service Program



¹ The information above includes forward-looking information (refer to slide 2 - "Caution regarding forward-looking information")

VOYAGEUR AIRWAYS

- Fleet of 17 owned aircraft (15 Bombardier manufactured)
- **Contract flying services**
 - Flight and cabin crew
 - Maintenance personnel
 - On-site manager
- **Missions**
 - Medical, logistical and humanitarian
 - Other commercial contracts in Canada, Africa and Europe
- **Flight operations**
 - Voyageur's operating certificate
 - Transport Canada approved licences and personnel



Maintenance, Repair and Overhaul (MRO) and Parts



MAINTENANCE, REPAIR AND OVERHAUL (MRO) AND PARTS



- Separate division under Jazz
- Authorized Service Facility for Bombardier Commercial Aircraft
- Stand alone profit centre
- Focused on traditional heavy maintenance on own and third-party operated Bombardier aircraft



- Operating in North Bay, ON
- 200,000 square foot facility
- Highly specialized and custom MRO and engineering, design for domestic & international clients



- Established in 2016
- Regional aircraft part sales and service



LEASING SYNERGISTIC WITH CHORUS COMPANIES

Our competitive differentiator



CREATING VALUE THROUGH GROWTH AND DIVERSIFICATION

Strengthening Jazz's competitiveness



Growing aircraft leasing revenues inside/outside CPA



Pursuing growth opportunities for Voyager in MRO and parts



Advancing business diversification leveraging our regional aviation expertise



CONTACT

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APPENDICES

- Regional aircraft leasing growth opportunity
- Private placement with Fairfax Financial
- Q2 2018 Income Statement
- Q2 2018 Balance Sheet
- CPA fleet modernization plan by type and year
- Jazz fact sheet
- 2017/2018 Jazz industry recognition
- Voyageur fleet

Regional Aircraft Leasing Growth Opportunity

Chorus Aviation Capital Executive Team



Steven Ridolfi, President

- SVP, Strategic Investments, Mergers & Acquisitions, Chorus Aviation
- SVP, Strategy, Mergers and Acquisitions, Bombardier
- President, Business Aircraft, Bombardier
- President, Regional Aircraft, Bombardier



J. Bruce Peddle, Chief Operating Officer

- VP, Aircraft Leasing and Trading, Chorus Aviation
- VP, Marketing and Sales, Bombardier Flexjet;
- VP, Commercial, Embraer North America
- Managing Director, Embraer Asia Pacific.



Cameron Moutenay, Chief Financial Officer

- VP, Structured Finance, Bombardier
- VP, Finance and Contracts, Bombardier
- VP, Asset Management & Business Development, Bombardier



Raymond Gorman, Vice President, Finance and Accounting

- Financial Controller, External Reporting and Control, AWAS/DAE
- Audit Manager, Banking and Capital Markets, PricewaterhouseCoopers



Prashant Mahajan, Vice President, Lease Originations and Marketing

- Director of New Aircraft Sales, Bombardier
- Director of Pre-owned Aircraft Sales, Bombardier



Anil Mohan, Vice President, Legal

- Associate General Counsel, Chorus Aviation
- General Counsel, Halifax International Airport Authority
- Legal Counsel, I.M.P. Group International Inc.

Chorus Aviation Capital Executive Team



Rory McQueen, Vice President, Finance and Capital Markets

- VP, Capital Markets, Lease Corporation International (LCI)
- Head of Treasury, Vistajet
- Director, Structured Finance, Bombardier
- Director, Aircraft Finance, Bank of Scotland



Jim Murphy, Vice President, Transactions and Control

- Director, Corporate Development and Aircraft Programs, Chorus Aviation
- Manager, Business Development, Jazz Aviation LP
- Vice President, Commercial Operations, Provincial Airlines
- Manager, Aircraft Programs, Jazz Aviation LP



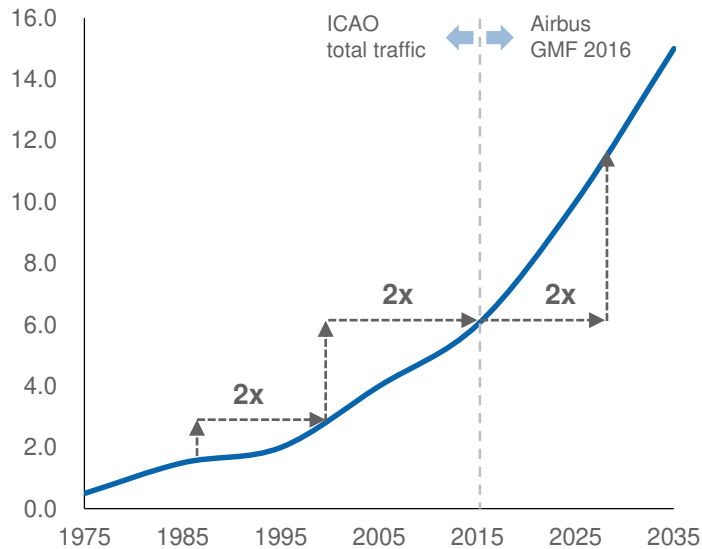
Una Slevin, Vice President, Head of Contracts

- Director, Finance and Operations, CIT Aerospace International
- European Treasury Manager, CIT Vendor Finance
- Financial Controller, Comcorp International
- Fixed Income Accountant, Credit Suisse First Boston, London, UK
- Management Accountant, CIBC, London, UK

Aviation leasing is an attractive segment

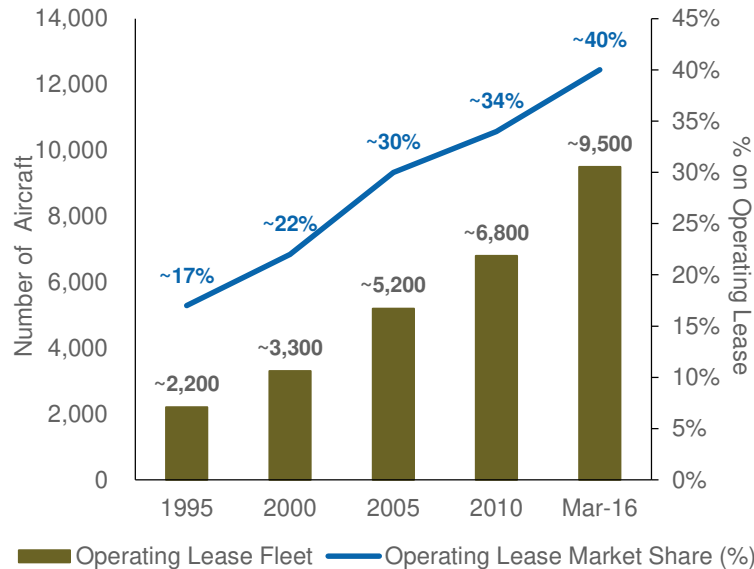
Air Travel to Double in the Next 15 Years⁽¹⁾

World annual traffic (trillion RPK)



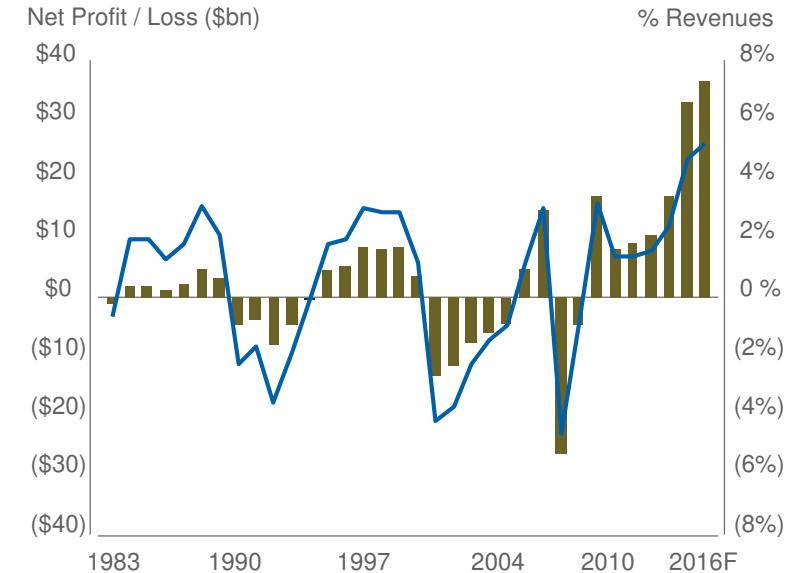
- Strong and resilient passenger traffic growth, with air volume growth having outperformed GDP growth by ~2.0x over the past 10 years⁽²⁾
- 20-year world annual traffic growth forecast of 4.5%⁽¹⁾
- Supports strong growth in aircraft deliveries over the forecast horizon

Increased Use of Operating Leases⁽³⁾



- Positive dynamics in aircraft leasing, driven by increase in global fleet and proportion of leased aircraft

End Market / Airline Profitability has Recovered⁽⁴⁾

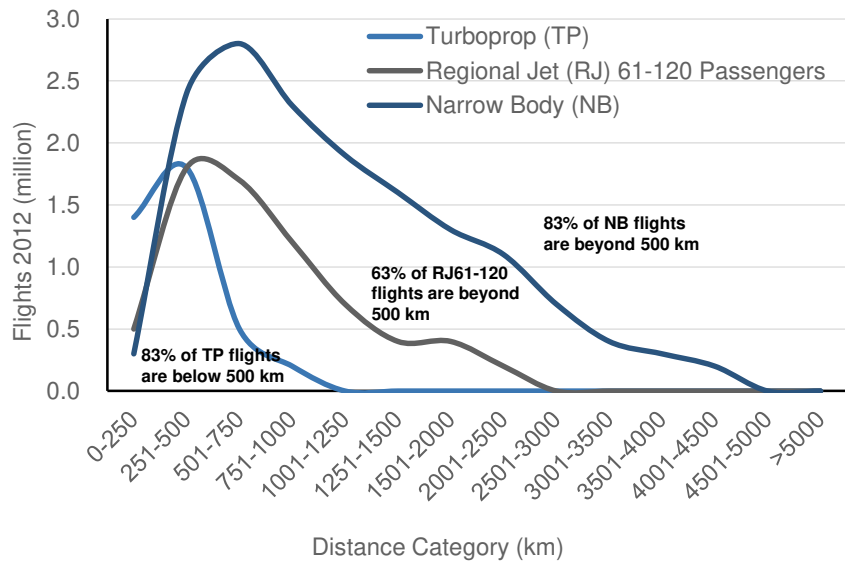


- Airlines have demonstrated increased profitability over recent years

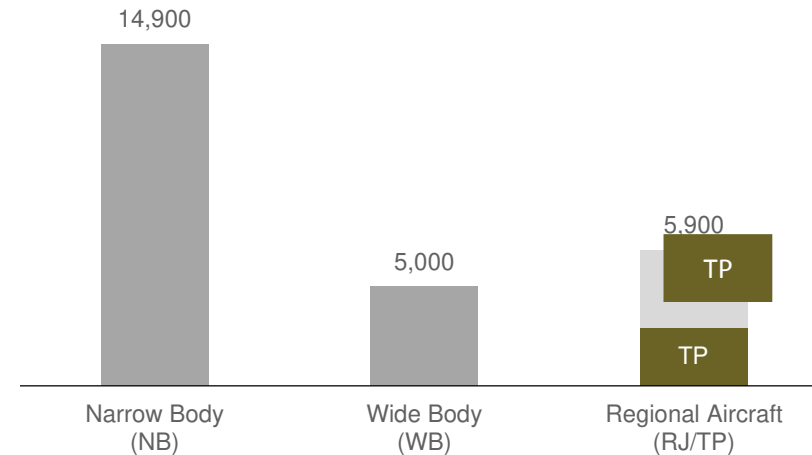
Sources: (1) Airbus Global Market Forecast (2016), (2) IATA, Oxford Economics, (3) CAPA Fleets, AVITAS Estimates, (4) ICAO (1983 - 2013) and IATA December 2015 (2014-15)
The information above includes forward-looking information (refer to Slide 2 - "Caution regarding forward-looking information")

Regional aircraft are fundamental to efficient air transport networks

Worldwide Flight Distribution By Aircraft Type⁽¹⁾



Worldwide Distribution of Aircraft by Type⁽²⁾



- 50% of world passengers fly less than 500 miles
- 60% of the world's communities linked with regional aircraft

- Regional aircraft fleet is ~23% of total commercial fleet

Regional aircraft leasing is not core for many commercial aircraft lessors

Commercial Aircraft Leasing Focus

- Focus on larger aircraft allows for faster deployment of capital
- Core OEM relationships with Airbus and Boeing
- Core customer relationship with mainline airlines
- Regional aircraft portfolios are non-core and were often established to build scale during growth stages

35+ Competitors

Note: This is not a complete list of regional aircraft lessors (for illustrative purposes only).

Non-Core Regional Presence

Transactions / Year: Approximately 1,500 aircraft; \$100bn

Percent Leases: Approximately 40+%

Comments: NB - Narrow body / WB - Wide body / Passenger Cargo

Regional Aircraft Leasing Focus

- Smaller ticket size per aircraft
- Core OEM relationships with ATR, Bombardier and Embraer
- Core customer relationships with regional airlines
- Trading is less prevalent as leases / loans have been historically of longer duration

Few Competitors

Note: This is not a complete list of regional aircraft lessors (for illustrative purposes only).

Transactions / Year: Approximately 300 aircraft; \$10bn

Percent Leases: Approximately 20% - 25%

Comments: TP - Turboprops / RJ - Regional Jets / 61 - 120 seats

The Fairfax Investment

- **\$200 million investment in Chorus** (200,000 convertible debt units at \$1,000/unit)
 - \$1,000 secured debenture
 - 121.21212121 warrants
- **Debentures**
 - Interest rate of 6.00% per annum
 - Secured by Dash 8-100 and Dash 8-300 aircraft, plus real estate; security released if Fairfax disposes of any of its debentures
 - Mature on December 31, 2024; redeemable at par any time after December 31, 2021
 - Customary repurchase obligations upon a change of control
- **Warrants**
 - Exercise price equal to \$8.25 per share
 - Exercisable after December 31, 2019 and in the event of a Chorus change of control
 - Subject to adjustment pursuant to anti-dilution provisions
- Chorus has issued all of the convertible debt units
- Fairfax ownership on a post-exercise basis expected to be ~16.2% based on current Chorus shares issued and outstanding
- Fairfax commits not to dispose of convertible debt units until after December 31, 2019
- Chorus to use proceeds of Fairfax investment primarily to fund its regional aircraft leasing business

The information above includes forward-looking information (refer to slide 2 - 'Caution regarding forward-looking information').

REVENUE GENERATION UNDER THE CPA | Outlook

Revenue generation under the CPA (unaudited) (expressed in millions of Canadian dollars)	For the calendar year ended December 31, 2015	For the twelve months ended December 31, 2016	Average for calendar years 2017-2020	Average for calendar years 2021-2025	(1) CPA revenue for 2016-2020 is not contingent upon fleet size while 2021-2025 has a portion adjusted downward as the remaining Dash 8 100 aircraft reach their retirement dates. The revenue amounts shown for 2015-2025 are not impacted by block hours flown and assume no material events of default or force majeure by either party to the CPA.
CPA Fixed Fee ⁽¹⁾	109.7	110.3	111.6	64.9	(2) There can be no assurance given that the 90% historical level of performance under the CPA Performance Incentives Earned will be achieved in the future.
CPA Performance Incentives – Earned ⁽²⁾	21.7	21.7	TBD	TBD	
CPA Performance Incentives – Maximum available	23.3	23.6	23.4	12.2	
Total CPA Revenue Earned	131.4	132.0	TBD	TBD	(3) Aircraft Leasing contains forward-looking information based on certain assumptions and estimates including market lease rates post retirement of current 21 Q400 debt financing based on the fleet plan. These projections may differ from actuals numbers if there are material changes in any and all of these assumptions or estimates. Foreign exchange rates used in the calculation of aircraft leasing revenue under CPA were US\$:CAD\$ 1.31 and US\$:CAD\$ 1.25 for the years 2016 and 2017-2025, respectively.
Total CPA Revenue Available	133.0	133.8	135.0	77.1	
Aircraft Leasing Revenue Under CPA ⁽³⁾	68.8	99.0	121.8	120.4	
Total CPA & Aircraft Leasing Revenue Earned under CPA	200.2	231.0	TBD	TBD	
Total CPA & Aircraft Leasing revenue available under CPA	201.8	232.8	256.7	197.5	
# Aircraft Under Lease in CPA					
- Bombardier Q400	26	34	34	34	
- De Havilland Dash 8-300	—	—	13	19	
- CRJ 900	—	—	5	5	
- Engines	4	5	5	5	

The information above includes forward-looking information (refer to slide 2 - "Caution regarding forward-looking information")

Jazz Fleet Modernization Plan

The Chorus fleet will transition to more efficient, larger aircraft with significant fleet simplification

- Jazz will transition to a mix of larger, newer technology regional jets (CRJ900s) and turboprops (Q400s)

Aircraft Type	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Q400	27	39	44	44	44	49	49	49	49	49	49
CRJ-200	16	13	10	10	10	0	0	0	0	0	0
CRJ-900	16	16	21	21	21	21	21	21	21	21	21
Total	59	68	75	75	75	70	70	70	70	70	70

- The addition of Q400s will replace older, less efficient Dash 8-100s that have a higher value in alternative uses

Aircraft Type	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Dash 8-100	28	19	16	15	15	15	12	12	4	1	0
Dash 8-300	26	26	26	26	26	26	26	26	26	26	26
Total	54	45	42	41	41	41	38	38	30	27	26

The information above includes forward-looking information (refer to slide 2 - 'Caution regarding forward-looking information').

Contracted Flying Operations | Summary

Long history in flying operations with strong industry relationships – competitive advantage



Jazz Aviation

- Jazz is Air Canada's primary regional supplier, ~70% of their regional capacity
- Minimum of 96 aircraft under the CPA in 2025
- Larger Q400s and CRJ-900s decrease per-seat costs
- Air Canada's Q400 fleet consolidated into Jazz
- Chorus owns majority of CPA aircraft – unique in Canadian regional industry
- Provides Air Canada with flexibility to respond quickly and efficiently to change
- Solidify Air Canada's brand presence at 36 airports across Canada



Voyageur Airways

- Voyageur provides specialized contracted flying services
- Flying ACMI missions around the world for over 12 years
- Blue-chip customers such as United Nations
- World-renowned reputation for superior safety standards and operational integrity
- Contracted services done with Canadian licenses, certification and designations

Maintenance Repair and Overhaul (MRO) and Parts | Summary

Jazz Technical Services (JTS)

- JTS provides opportunity to grow as separate profit centre
- New, industry-leading maintenance collective agreement
- Traditional heavy maintenance
- 24/7 operation enabling quick aircraft turnaround times
- Facility has capacity for additional work
- Authorized Service Facility for Bombardier Regional Aircraft
- Opportunity to generate incremental revenue and strengthen bottom line



Voyageur Aerotech and Avparts






- Transport Canada, FAA and European Aviation Safety Agency approved
- Transport Canada certified Canadian Design Approval Organization
- Operating from a 200,000 square foot facility in North Bay, ON
- Supplemental Type Certificates for Dash 8-100/200/300s and Dash 7s
- Capability to conduct MRO work on all Bombardier regional aircraft
- Avparts division provides organic growth
- Avparts complements MRO divisions at Voyageur and Jazz



United Express® is a registered trade-mark of United Airlines, Inc.

Jazz Fact Sheet

Corporate Fact Sheet	
Head office	Halifax
Regional offices	Vancouver Calgary Toronto Montreal Halifax (Operations Centre)
Destinations served	78 destinations across Canada and the U.S.
Number of employees	4,600 FTE employees
Daily flights operated	705 (approx., based on weekday operation)
Daily passengers carried	30,000 (based on weekday operation)
Annual passengers carried	Over 10 million (based on 2017 figures)

Aircraft type	Number	Capacity
 Bombardier Q400 NextGen	44	74
 Bombardier CRJ-900	21	75
 Bombardier CRJ-200	10	50
 Bombardier Dash 8-300	26	50
 Bombardier Dash 8-100	16	37

Jazz Industry Recognition

- Canada’s Safest Employers 2017 – gold in the Transportation category
- Jazz received top Airline Reliability Performance Awards:
 - CRJ100/200 Aircraft Programs for North America
 - CRJ700/900/1000 Aircraft Programs for North America
- Recognized in 2016 as one of North America’s top five on-time performing regional airlines
- Canada’s Top Employers for Young People 2018, 2017-2014
- Canada’s Best Diversity Employers 2018, 2017-2012
- Atlantic Canada’s Top 25 Employers 2018, 2017-2012
- Nova Scotia’s Top 15 Employers 2018, 2017-2012
- APEX award for “Excellence in Publication” recognizing “Focus on Safety”



Voyageur Fleet

Aircraft	Number	Aircraft Type
 Bombardier CRJ-200LR	7	Passenger charter
 Bombardier Dash 8-300	6	Passenger charter
 Bombardier Dash 8-100	2	Passenger charter
 Beechcraft King Air 200	2	Air ambulance

Income Statement | Q2 2018

	Three months ended June 30,		Six months ended June 30,	
	2018	2017	2018	2017
(expressed in thousands of Canadian dollars, except earnings per share)	\$	\$	\$	\$
Operating revenue				
Passenger	350,251	317,594	669,639	692
Other	28,034	15,127	56,196	(19,230)
	378,285	332,721	725,835	(187)
Operating expenses				
Salaries, wages and benefits	109,299	111,546	226,786	687
Depreciation and amortization	29,952	22,549	59,607	11,969
Aircraft maintenance materials, supplies and services	74,617	46,199	128,387	90,488
Airport and navigation fees	42,743	42,574	82,316	81,967
Aircraft rent	24,3223	27,002	48,570	51,731
Terminal handling services	5,204	6,454	11,462	15,783
Other	38,098	37,619	69,743	75,276
	324,236	293,943	626,871	585,609
Operating income	54,049	38,778	98,964	66,873

Income Statement | Q2 2018

	Three months ended June 30,		Six months ended June 30,	
	2018	2017	2018	2017
(expressed in thousands of Canadian dollars, except earnings per share)	\$	\$	\$	\$
Non-operating (expenses) income				
Interest revenue	678	517	1,049	692
Interest expense	(14,335)	(11,041)	(28,511)	(19,230)
Gain (loss) on disposal of property and equipment	-	-	8	(187)
Foreign exchange (loss) gain	(14,108)	16,630	(34,108)	30,007
Other	500	687	500	687
	(27,265)	6,793	(61,062)	11,969
Income before income taxes	26,784	45,571	37,902	78,842
Income tax expense				
Current income tax	265	(446)	(183)	(1,087)
Deferred income tax	(10,854)	(4,073)	(16,472)	(9,740)
	(10,589)	(4,519)	(16,655)	(10,827)
Net income	16,195	41,052	21,247	68,015
Earnings per share, basic	0.12	0.34	0.16	0.56
Earnings per share, diluted	0.11	0.33	0.16	0.54

Balance Sheet | Q2 2018 (cont'd)

	As at June 30, 2018	As at December 31, 2017
	\$	\$
Assets		
Current assets		
Cash	152,005	71,249
Accounts receivable – trade and other	95,362	77,397
Inventories	49,026	51,543
Prepaid expenses and deposits	14,635	12,920
Income tax receivable	2,411	2,268
Total current assets	313,439	215,377
Restricted cash	15,068	20,383
Property and equipment	1,796,855	1,742,674
Intangibles	2,241	2,392
Goodwill	7,150	7,150
Deferred income tax asset	2,954	3,022
Other long-term assets	51,249	34,827
	2,188,956	2,025,825

Balance Sheet | Q2 2018 (cont'd)

	As at June 30, 2018 \$	As at December 31, 2017 \$
Liabilities		
Current liabilities		
Accounts payable and accrued liabilities	208,787	210,809
Current portion of obligations under finance leases	2,954	2,762
Current portion of long-term incentive plan	4,851	5,844
Current portion of long-term debt	127,417	118,729
Current portion of consideration payable	-	4,387
Dividends payable	5,608	5,014
Income tax payable	445	-
Total current liabilities	350,062	347,545
Obligations under finance leases	3,987	5,219
Long-term debt	1,022,142	996,080
Convertible Units	193,908	193,540
Deferred income tax liability	154,264	135,740
Other long-term liabilities	60,537	65,679
	1,784,900	1,743,803
Equity	404,056	282,022
	2,188,956	2,025,825