



First quarter FY17 earnings presentation Bristow Group Inc.

August 5, 2016



Forward-looking statements

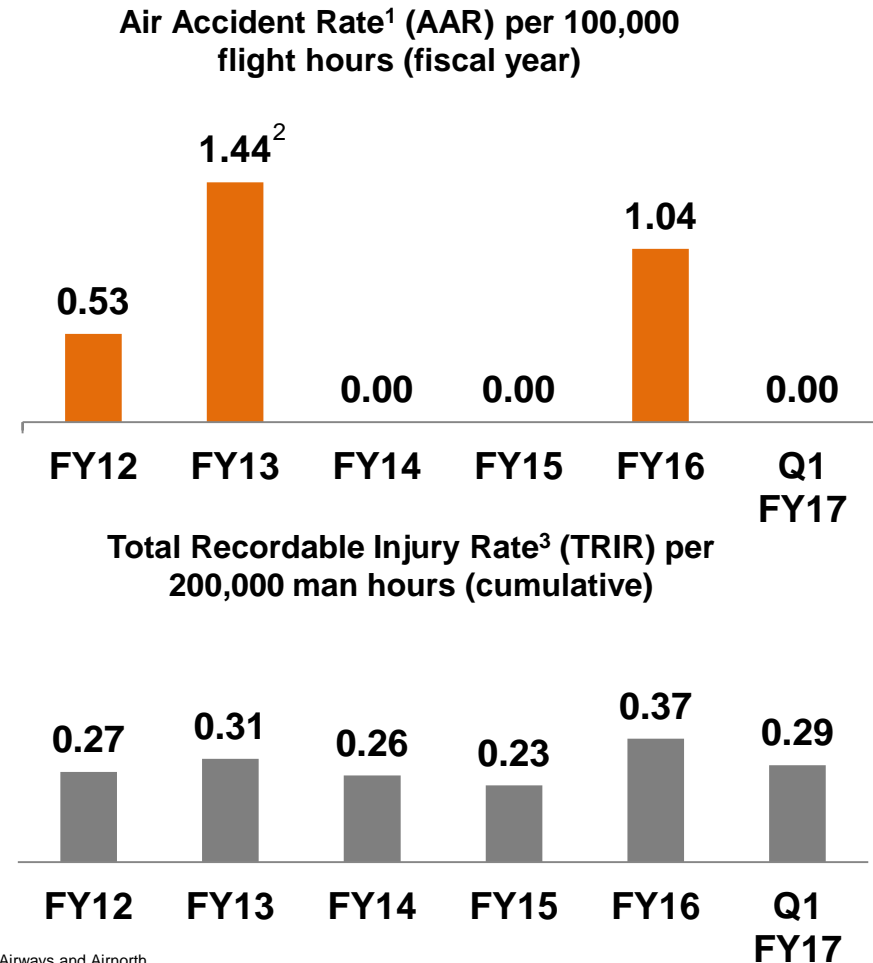
Statements contained in this presentation regarding the Company's or management's intentions, hopes, beliefs, expectations or predictions of the future are forward-looking statements. These forward-looking statements include statements regarding earnings guidance and earnings growth, expected contract revenue, capital deployment strategy, operational and capital performance, impact of new contracts, cost reduction initiatives, capex deferral, shareholder return, liquidity, market and industry conditions. It is important to note that the Company's actual results could differ materially from those projected in such forward-looking statements. Risks and uncertainties include, without limitation: fluctuations in the demand for our services; fluctuations in worldwide prices of and supply and demand for oil and natural gas; fluctuations in levels of oil and natural gas production, exploration and development activities; the impact of competition; actions by clients and suppliers; the risk of reductions in spending on helicopter services by governmental agencies; changes in tax and other laws and regulations; changes in foreign exchange rates and controls; risks associated with international operations; operating risks inherent in our business, including the possibility of declining safety performance; general economic conditions including the capital and credit markets; our ability to obtain financing; the risk of grounding of segments of our fleet for extended periods of time or indefinitely; our ability to re-deploy our aircraft to regions with greater demand; our ability to acquire additional aircraft and dispose of older aircraft through sales into the aftermarket; the possibility that we do not achieve the anticipated benefit of our fleet investment and Operational Excellence programs; availability of employees with the necessary skills; and political instability, war or acts of terrorism in any of the countries in which we operate. Additional information concerning factors that could cause actual results to differ materially from those in the forward-looking statements is contained from time to time in the Company's SEC filings, including but not limited to the Company's annual report on Form 10-K for the fiscal year ended March 31, 2016 and quarterly report on Form 10-Q for the three months ended June 30, 2016. Bristow Group Inc. disclaims any intention or obligation to revise any forward-looking statements, including financial estimates, whether as a result of new information, future events or otherwise.

Executive summary and safety review



Q1 FY17 operational safety review

- Heightened focus on safety performance is yielding positive results
- Significant improvement in our HSE performance in fixed-wing and SAR operations
- Continued leadership in safety recognized through industry safety awards
- Excellent collaboration through HeliOffshore to address H225 grounding and other industry reliability and resiliency issues



1) AAR includes commercial operations for Bristow Group and consolidated affiliates, Eastern Airways and Airmorth

2) FY13 AAR of 0.96 amended to include confirmed NAIB accident classification for 5N-BFF accident in October 2012

3) TRIR beginning in FY15 includes consolidated commercial operations, corporate, Bristow Academy, Eastern Airways, and Airmorth employees

Market overview and outlook

- Bristow operating revenue impacted by 27% drop in year over year oil and gas revenue; down 1% sequentially from Q4
 - Asia Pacific and U.S. GoM markets were challenged by reductions in utilization and completion of contracts
 - Bristow is capitalizing on our global S-92 fleet to service critical needs for new and existing clients worldwide
- The June 2016 quarter oil and gas results are indicative of the next three quarters' expected performance with upside from cost reduction initiatives offset by foreign currency exchange rate depreciation
- Improving our liquidity through:
 - Finalizing deferral of ~\$95 million of oil and gas aircraft capex
 - Pursuing prudent financing alternatives to bridge liquidity; SAR assets remain attractive financing sources of capital
- Upside from new contract wins and full U.K. SAR contribution expected to begin to impact results in FY18

FX headwinds intensify due to Brexit; minimal impact from Nigerian naira

- Brexit is not expected to have any operational impact on our North Sea business
- The depreciation of the GBP in late June had limited impact on our Q1 FY17 operating results as the change occurred late in the quarter
- If the USD/GBP rate persists at the June 30 level for the remainder of FY17, the translation of our GBP denominated operating results would decrease adjusted EBITDAR by ~\$15 - 20 million
- Q1 FY17 adjusted EBITDAR was negatively impacted by \$6.3 million of balance sheet FX revaluations, predominately GBP
- The devaluation of the Nigerian naira had a minimal impact on our Q1 FY17 results

Oil and gas rotary revenue declines are partially offset by U.K. SAR and fixed wing contribution

- **Oil and gas:**

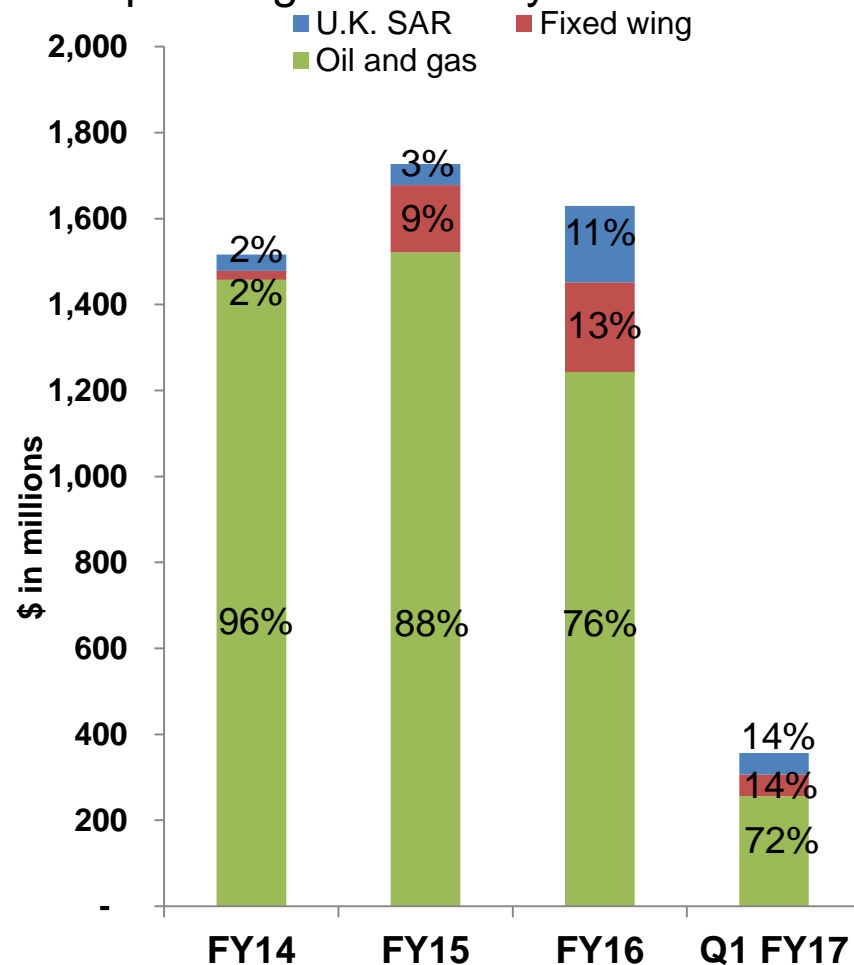
- Five LACE renewal for five years in ECR beginning Q1 FY18
- 1½ LACE for five years in ECR beginning Q3 FY17
- Two LACE on short term contracts in Norway
- Ending of several contracts in AMR and APR LACE rate reduction

- **SAR:**

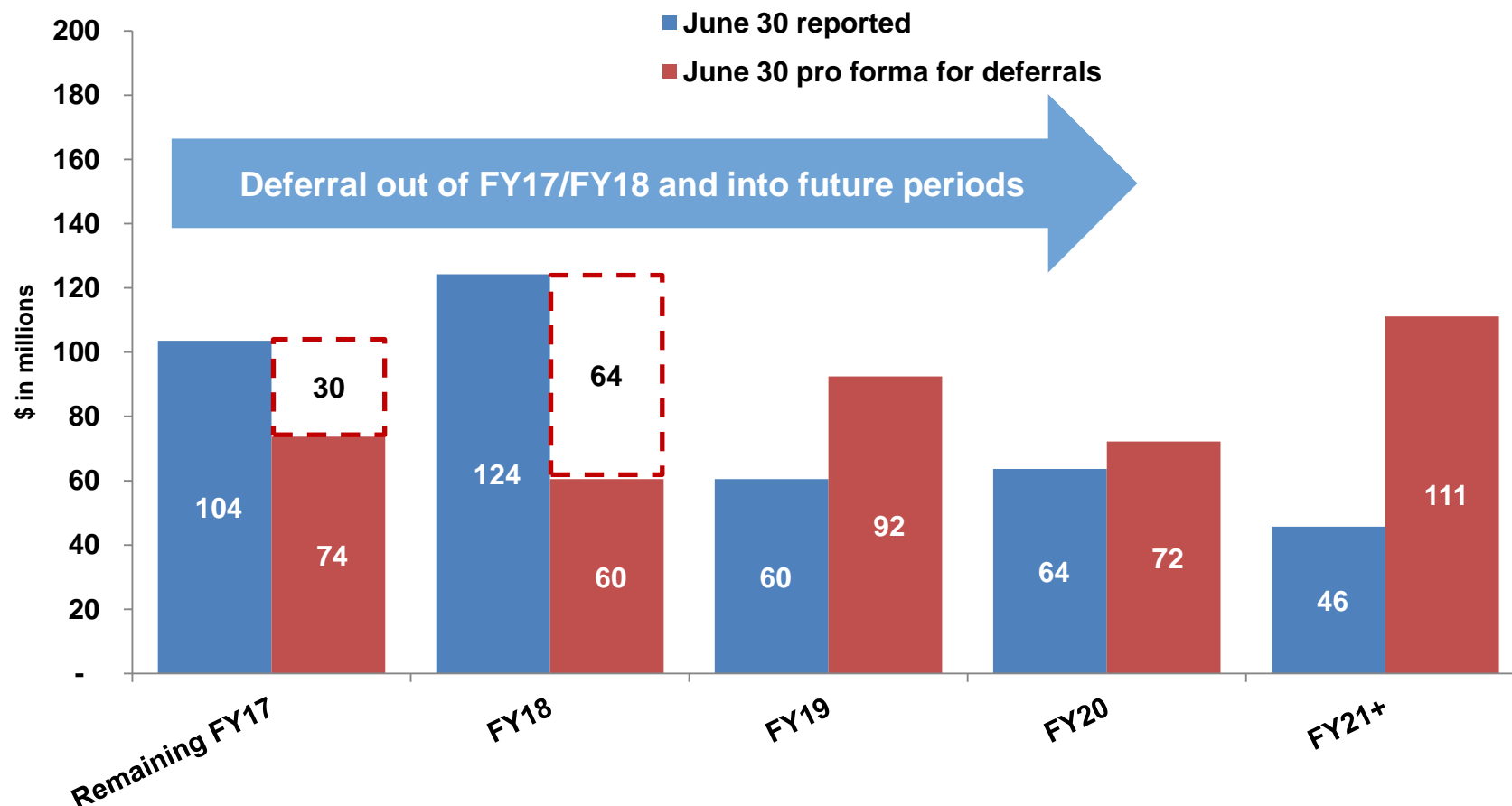
- U.K. SAR continues to perform as expected with only ~\$115 million of capital spend remaining as of today
- Began offering oil and gas SAR service in Nigeria with one AW139

- **Fixed wing:** addition of new routes in both Airnorth and Eastern

Operating revenue by business line



Anticipated deferral of ~\$95 million of oil and gas aircraft capex into FY19 and beyond



- We are finalizing an over 40% reduction in aircraft capital expenditures in FY17 and FY18
- We sold six aircraft and other assets for total proceeds of ~\$12 million in Q1 FY17

Updated FY17 guidance

FY17 guidance as of June 30, 2016 ¹				
U.K. SAR	Revenue	~\$195M - \$225M	G&A expense	~\$195M - \$215M
	EBITDAR ²	~\$85M - \$105M	Depreciation expense	~\$110M - \$130M
Eastern	Revenue	~\$120M - \$135M	Rent expense	~\$215M - \$225M
	EBITDAR ²	~\$15M - \$20M	Interest expense	~\$35M - \$45M
Airnorth	Revenue	~\$70M - \$85M	Non-aircraft capex	~\$50M annually
	EBITDAR ²	~\$15M - \$20M		

- U.K. SAR guidance lowered as a result of GBP depreciation
- Tax rate, when adjusted for discrete items, is dependent on earnings mix between higher and lower tax rate jurisdictions; our tax strategy is proven and fully compliant with all relevant jurisdictional authorities

Bristow has proven resources to survive this downturn as a global sector leader

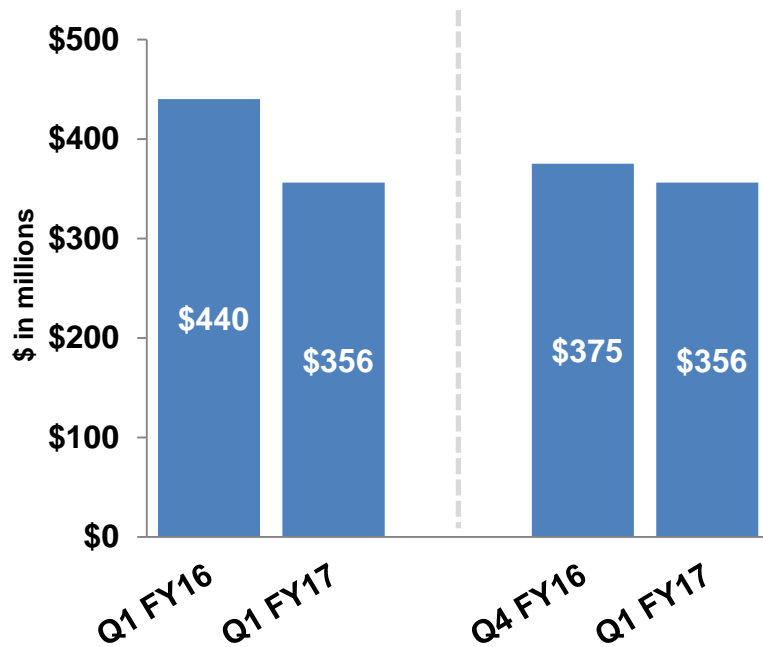
- Primary focus remains on reinforcing Target Zero programs and improving safety performance
- The P&L impact of the GBP depreciation will be realized in future periods if the USD/GBP rate remains at current levels or depreciates further
- The June 2016 quarter oil and gas results are expected to be indicative of the next three quarters' expected performance with upside from cost reduction initiatives offset by foreign currency exchange rate depreciation
- Bristow has the tools to survive this downturn as a global sector leader
 - We have been successful in improving liquidity through deferring/cancelling capex and opex reductions
 - Covenant relief continues to provide us with ample flexibility
 - Multiple financing options anchored by our mostly unsecured U.K. SAR assets and global owned fleet with ~\$2.0 billion estimated value

Operational highlights

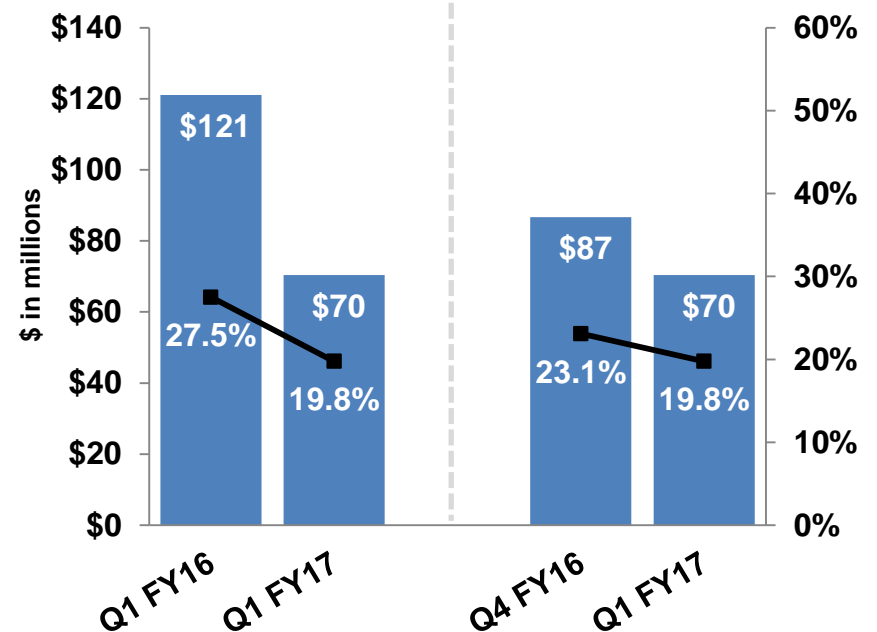


Q1 FY17 highlights

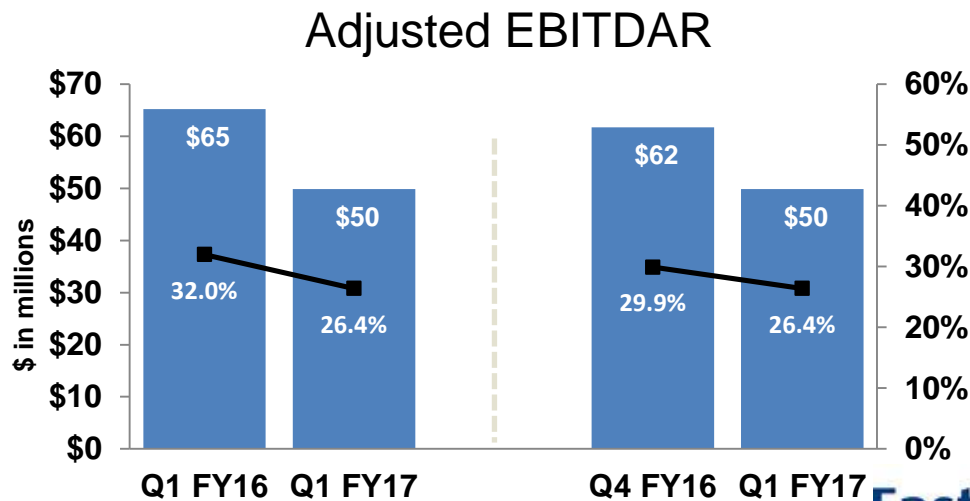
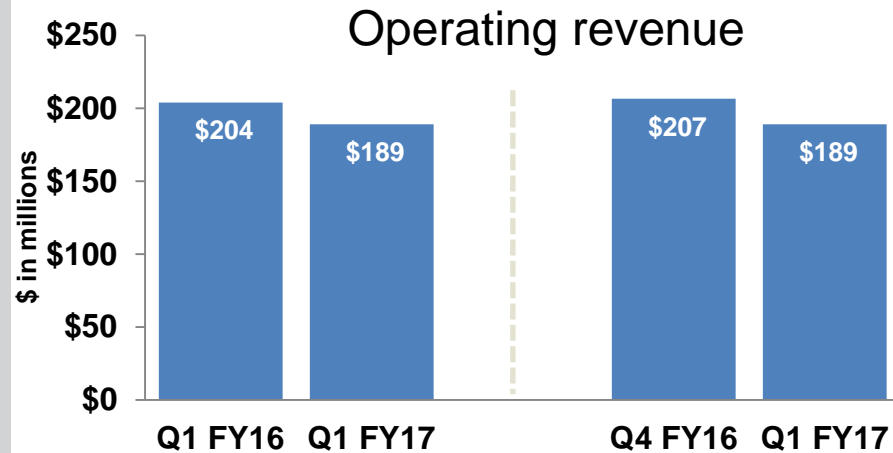
Operating revenue



Adjusted EBITDAR



Europe Caspian



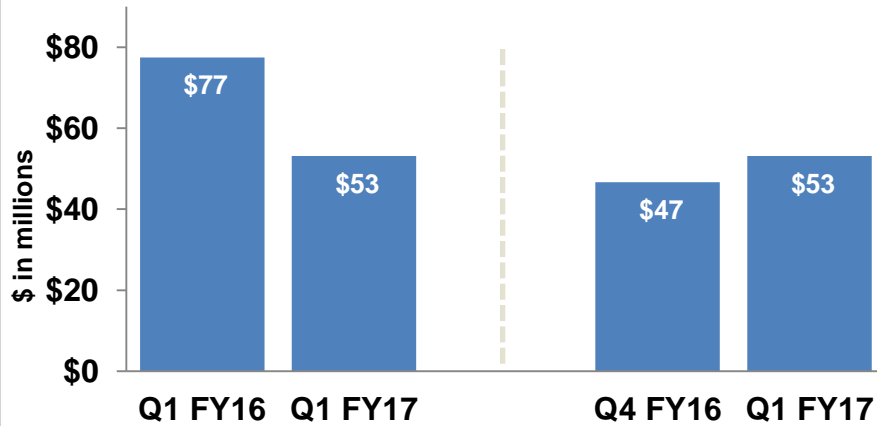
U.K. SAR

- AW189 full icing protection system certified by EASA in late June, allowing us to deliver the contracted solution of 11 S-92s and 11 AW189s
- Operating bases expected to transition to AW189s ~six months after aircraft delivery

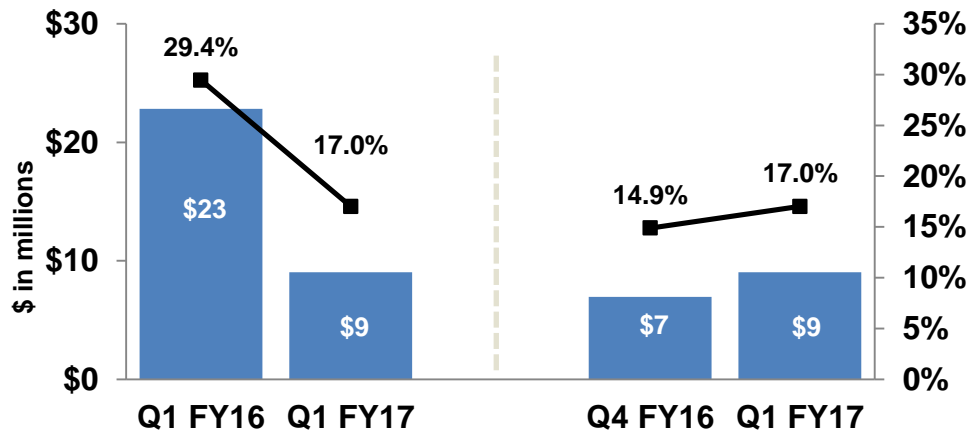
Total U.K. SAR - Q1 FY17			
\$ in millions	GAP SAR	U.K. SAR	Total
Operating revenue	\$10.2	\$39.6	\$49.7
Adjusted EBITDAR	4.7	18.9	23.6
LACE (on contract) ¹	4	14	18
LACE rate	\$10.2	\$11.3	\$11.1

Africa

Operating revenue

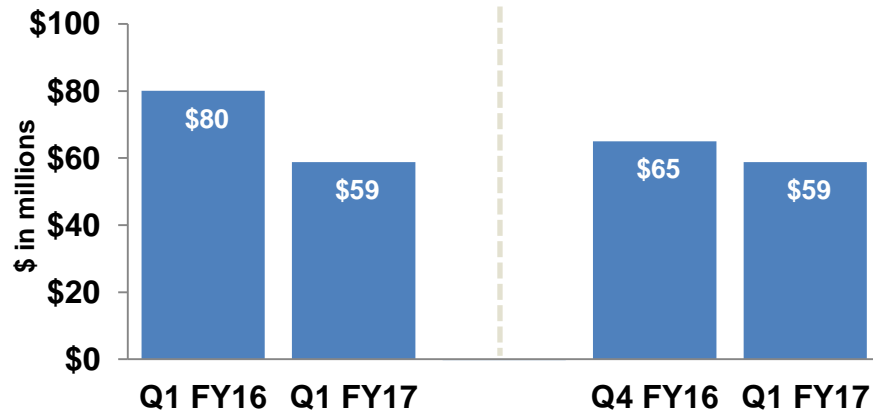


Adjusted EBITDAR

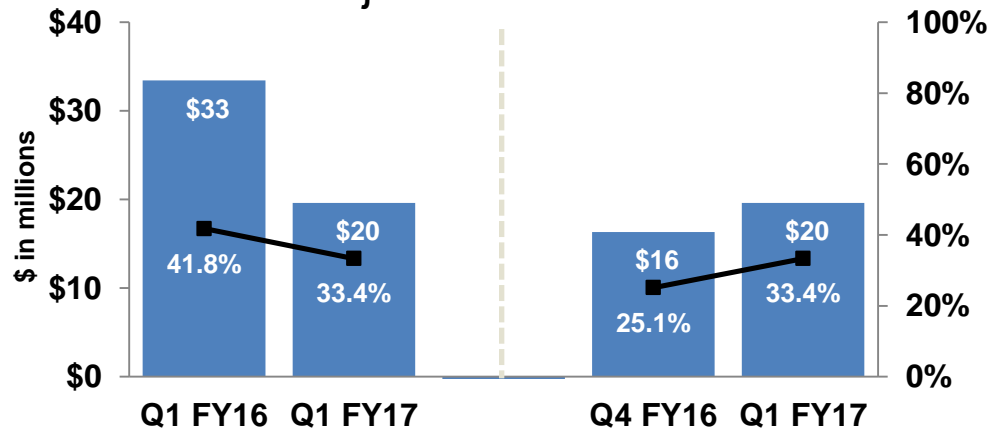


Americas

Operating revenue



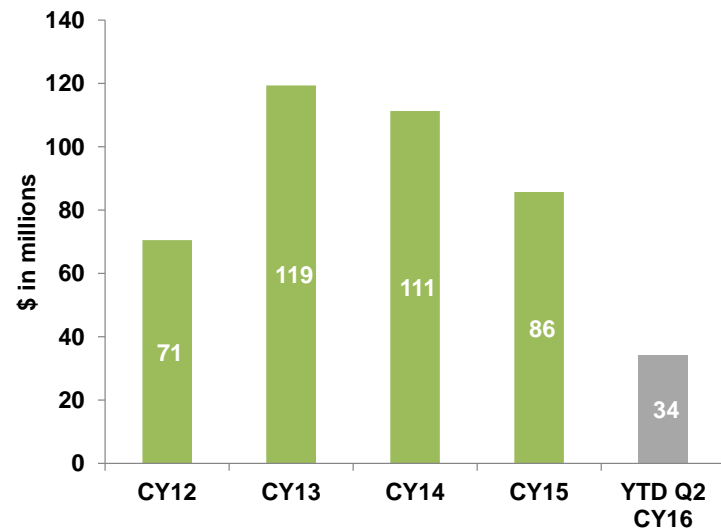
Adjusted EBITDAR



Líder update

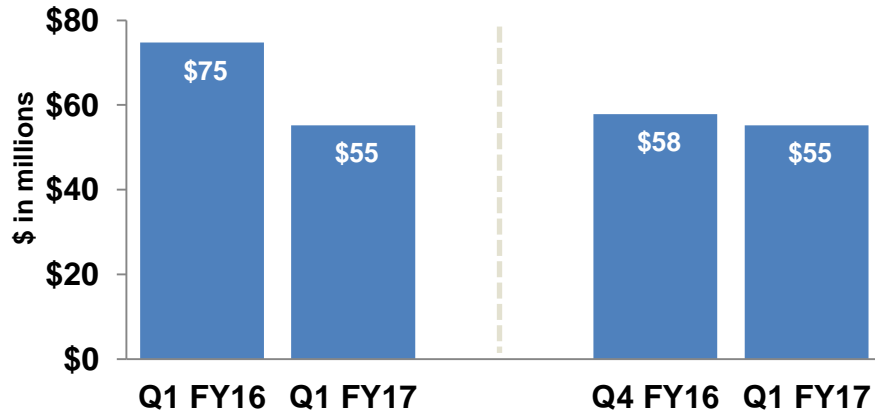
- Petrobras operation of H225 remains suspended
- Potential opportunities to extend current contracts due to H225 grounding
- Líder is the official ground handler provider for executive aviation in Rio de Janeiro during Olympics
- New FBO at Rio de Janeiro International Airport operational

Líder adjusted EBITDAR

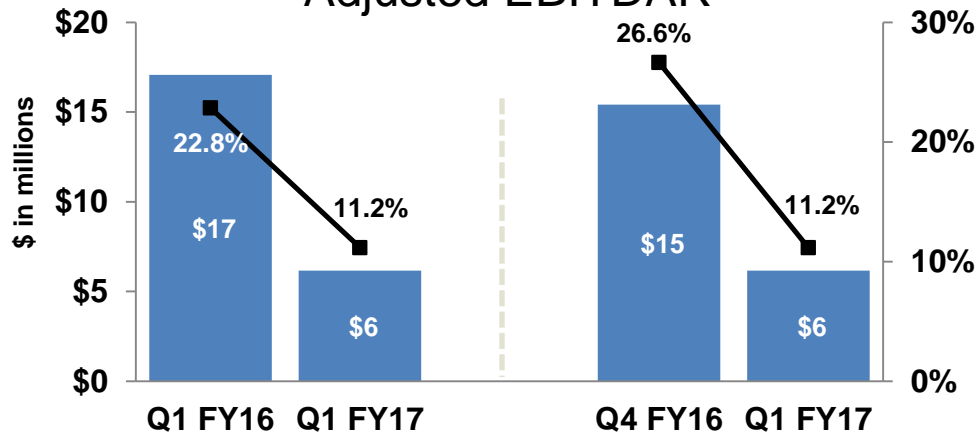


Asia Pacific

Operating revenue



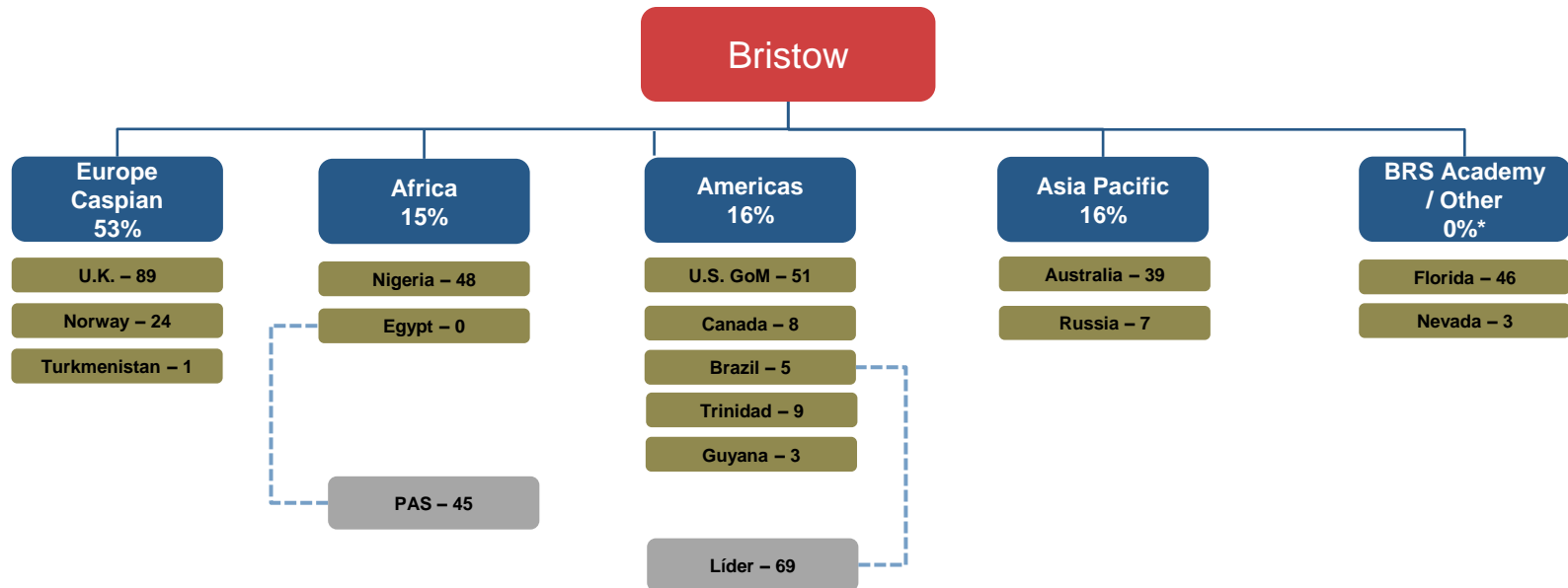
Adjusted EBITDAR



Appendix



Organizational chart - as of June 30, 2016



Operated Aircraft

Bristow owned and/or operated 333 aircraft as of June 30, 2016

Affiliated Aircraft

Bristow affiliates and joint ventures operated 114 aircraft as of June 30, 2016

- Key**
- **Corporate**
 - **Business Unit** (% of current period operating revenue)
 - **Region** (# of aircraft)
 - **Joint Venture** (# of aircraft)



* Includes corporate and other



Fleet – as of June 30, 2016

Large capacity 16-25 passengers



Type	Capacity	Engine	Cons	Unconsl	Total
Large Helicopters					
AW189	16	Twin turbine	5	-	5
H225	19	Twin turbine	27	-	27
Mil Mi 8	20	Twin turbine	7	-	7
Sikorsky S-92	19	Twin turbine	76	11	87
			115	11	126

LACE	115
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Medium capacity 12-15 passengers



Medium Helicopters					
AW139	12	Twin turbine	27	2	29
Bell 212	12	Twin turbine	-	14	14
Bell 412	13	Twin turbine	16	15	31
H155	13	Twin turbine	1	-	1
Sikorsky S-76C/C++	12	Twin turbine	48	28	76
			92	59	151

LACE	38
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- Next Generation Aircraft
- Mature Aircraft

Fair market value of our owned fleet is ~\$2.0 billion and leased fleet is ~\$1.7 billion

Fleet – as of June 30, 2016 (continued)

Small capacity 4-7 passengers



Type

Small Helicopters

Capacity	Engine	Cons	Unconsl	Total
AS 350BB	4 Turbine	-	1	1
Bell 206B	4 Turbine	1	2	3
Bell 206 L Series	6 Turbine	5	6	11
Bell 407	6 Turbine	23	-	23
BK-117	7 Twin turbine	2	-	2
H135	6 Twin turbine	-	3	3
		31	12	43

Training capacity 2-6 passengers



LACE **7**

Training Helicopters

Fixed Wing

49	-	49
46	32	78
Total	333	114
		447

TOTAL LACE (Large Aircraft Equivalent)¹ **160**

Leased aircraft detail as of June 30, 2016

	Small	Medium	Large	Total	Leased LACE	Total LACE	% Leased
Europe Caspian	-	5	37	42	40	78	51%
Africa	-	-	2	2	2	16	12%
Americas	1	13	5	19	12	39	30%
Asia Pacific	2	2	8	12	10	27	35%
Total	3	20	52	75	63	160	39%¹

- Of the 109 aircraft currently leased in our fleet, 75 are commercial (63 LACE), 18 are training and 16 are fixed wing
- 63 LACE aircraft represent approximately 39% of our commercial fleet
- Our goal is for commercial fleet operating leases to account for approximately 35% of our LACE

1) The percentage of LACE leased is calculated by taking the total LACE for leased aircraft divided by the total LACE for all aircraft we operate, including both owned and leased aircraft. See 10-Q Note 5 "Commitments and Contingencies" for more information provided on operating leases.

Consolidated fleet changes and aircraft sales

Fleet changes

	<u>Q1 FY17</u>
Fleet Count Beginning	343
Delivered	
Large	-
Medium	-
Fixed wing	-
Training	1
Total Delivered	<u>1</u>
Removed	
Sales	(6)
Other*	(5)
Total Removed	<u>(11)</u>
	<u>333</u>

* Includes writeoffs, lease returns, and commencements

	# of aircraft sold	Cash received*
Q1 FY17	<u>6</u>	<u>\$ 9.4</u>

* Includes writeoffs, lease returns, and commencements

See 10-Q Note 5 "Commitments and Contingencies" for more information provided on operating leases.

Held for sale and leased fleet by region

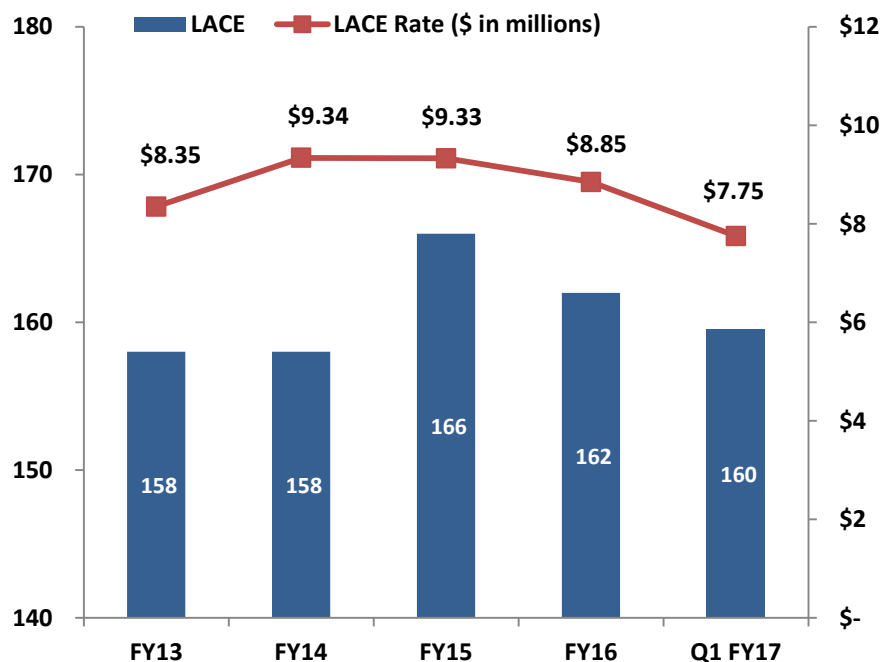
Held for sale aircraft in consolidated fleet

	<u>Small</u>	<u>Medium</u>	<u>Large</u>	<u>Training</u>	<u>Fixed wing</u>	<u>Total</u>
Europe Caspian	-	1	-	-	-	1
Africa	5	7	-	-	-	12
Americas	-	8	-	-	-	8
Asia Pacific	-	-	-	-	-	-
Academy	-	-	-	3	-	3
Total	<u>5</u>	<u>16</u>	<u>-</u>	<u>3</u>	<u>-</u>	<u>24</u>

Leased aircraft in consolidated fleet

	<u>Small</u>	<u>Medium</u>	<u>Large</u>	<u>Training</u>	<u>Fixed wing</u>	<u>Total</u>
Europe Caspian	-	5	37	-	11	53
Africa	-	-	2	-	2	4
Americas	1	13	5	-	-	19
Asia Pacific	2	2	8	-	3	15
Academy	-	-	-	18	-	18
Total	<u>3</u>	<u>20</u>	<u>52</u>	<u>18</u>	<u>16</u>	<u>109</u>

Operating revenue, LACE and LACE rate by region



Operating revenue, LACE, and LACE rate by region
as of June 30, 2016

	Q1 FY17 op revenue ¹	LACE	LACE Rate ^{2,3,4}
Europe Caspian	\$163	78	\$8.39
Africa	52	16	12.90
Americas	58	39	5.98
Asia Pacific	36	27	5.27
Total	\$309 ⁴	160	\$7.75

- 1) \$ in millions
- 2) LACE rate is annualized
- 3) \$ in millions per LACE
- 4) Excludes Bristow Academy, Airnorth and Eastern Airways

Historical LACE by region

LACE

	FY13				FY14				FY15			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Europe Caspian	48	46	52	56	58	60	60	57	62	68	70	72
Africa	23	23	21	21	21	22	23	24	24	24	22	21
Americas	48	46	53	52	51	48	48	47	47	45	46	45
Asia Pacific	29	28	28	30	30	30	34	30	31	29	31	29
Consolidated	147	142	154	158	161	160	165	158	163	166	168	166

	FY16				FY17
	Q1	Q2	Q3	Q4	Q1
Europe Caspian	74	76	76	76	78
Africa	22	20	19	19	16
Americas	41	41	41	40	39
Asia Pacific	27	27	26	27	27
Consolidated	164	163	163	162	160

Historical LACE rate by region

	LACE Rate ^{1,2}											
	FY13				FY14				FY15			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Europe Caspian	\$10.49	\$10.94	\$9.69	\$9.10	\$9.59	\$9.92	\$10.27	\$10.82	\$10.55	\$9.74	\$9.37	\$8.95
Africa	11.54	11.70	13.06	13.28	14.26	13.95	13.25	13.34	14.10	14.11	15.86	15.81
Americas	6.10	6.38	5.82	6.06	6.37	7.31	7.14	7.26	7.38	7.58	7.54	7.72
Asia Pacific	6.91	7.49	7.64	7.23	7.37	6.48	5.50	6.42	7.14	7.55	7.36	7.93
Consolidated	\$8.55	\$8.95	\$8.49	\$8.35	\$8.78	\$9.07	\$8.97	\$9.34	\$9.55	\$9.43	\$9.33	\$9.33

	FY16				FY17
	Q1	Q2	Q3	Q4	Q1
Europe Caspian	\$9.16	\$9.08	\$8.97	\$9.26	\$8.39
Africa	14.42	14.47	14.05	12.95	12.90
Americas	7.41	7.17	7.06	7.02	5.98
Asia Pacific	7.91	7.70	7.87	7.30	5.27
Consolidated	\$9.25	\$9.06	\$8.95	\$8.85	\$7.75

1) \$ in millions

2) LACE rate is annualized

Order and options book as of June 30, 2016

ORDER BOOK

Helicopter			
#	Class	Delivery Date	Location
6	Medium	September-16	Africa
4	Medium	December-16	Africa
2	Large	June-17	TBD
1	Large	June-17	Europe Caspian
1	Large	September-17	TBD
1	Large	December-17	TBD
2	Large	June-18	TBD
1	Large	September-18	TBD
1	Large	December-18	TBD
2	Large	June-19	TBD
1	Large	September-19	TBD
1	Large	December-19	TBD
2	Large	June-20	TBD
1	Large	September-20	TBD
2	Large	December-20	TBD

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U.K. SAR CONFIGURED ORDER BOOK

Helicopter			
#	Class	Delivery Date	Location
4	Large	September-16	Europe Caspian
2	Large	September-17	Europe Caspian
2	Large	March-18	Europe Caspian

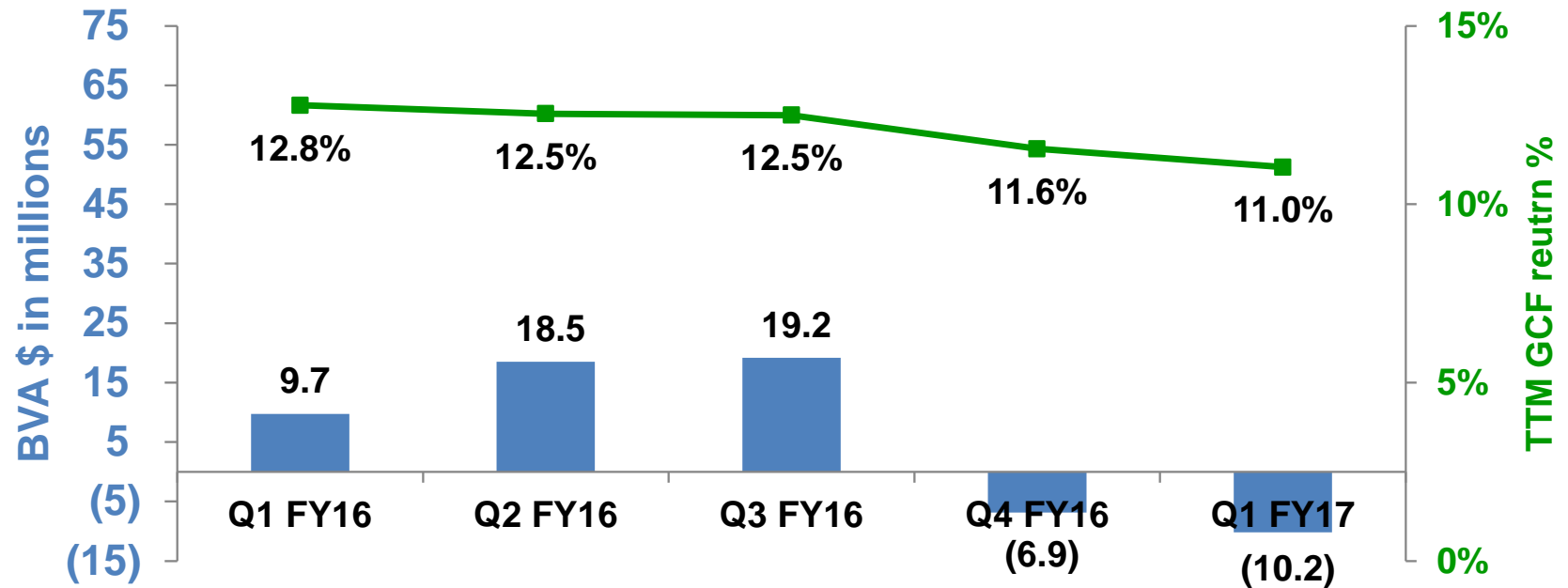
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OPTIONS BOOK

Helicopter		
#	Class	Delivery Date
1	Large	June-17
1	Large	September-17
1	Medium	December-17
3	Large	December-17
2	Medium	March-18
1	Medium	June-18
1	Large	September-18

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Bristow Value Added (BVA)

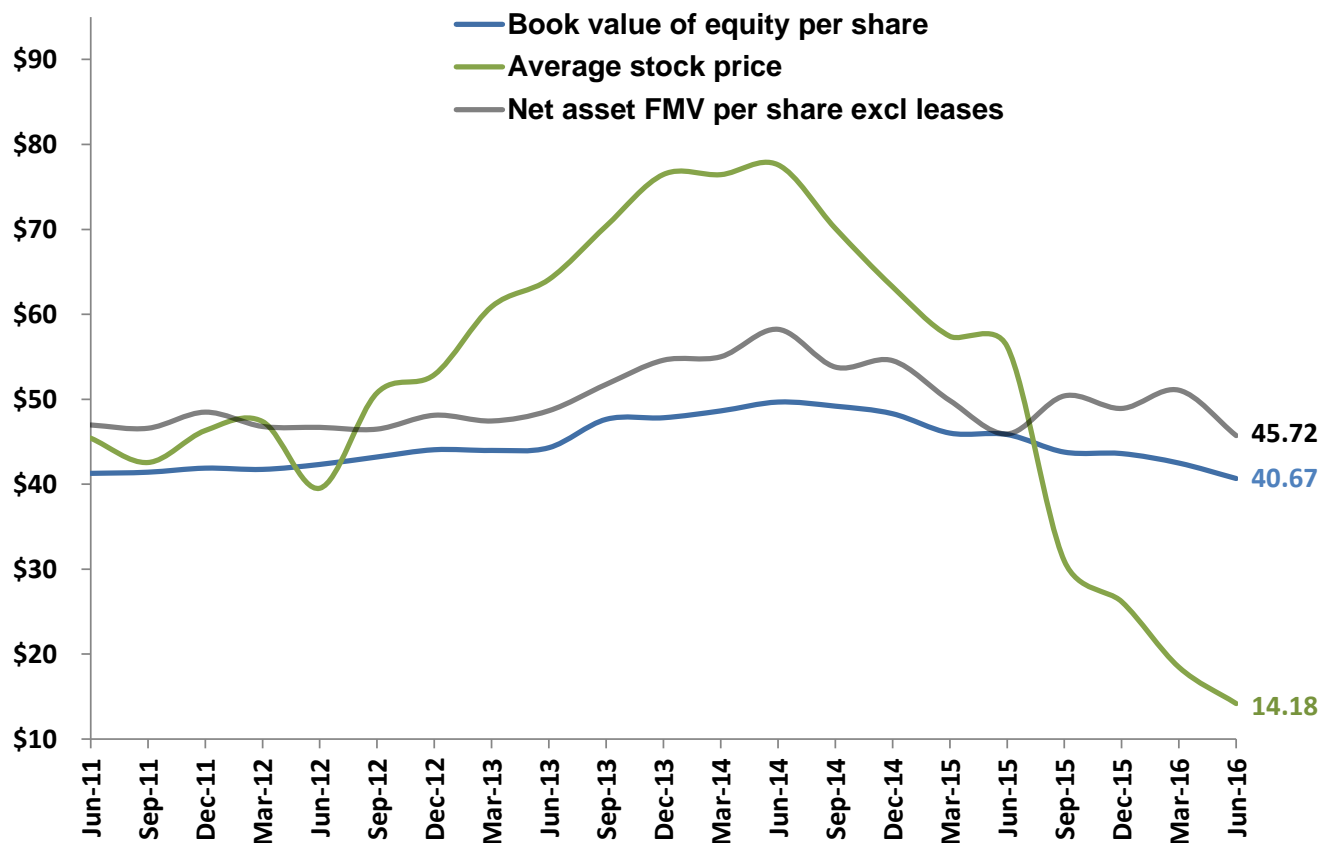


BVA is computed by subtracting a capital charge (10.5%) for the use of gross invested capital from after tax operating cash flow.

GCF Return % is based on trailing twelve months after tax operating cash flows (Gross Cash Flow) over average quarterly gross invested capital (Gross Operating Assets).

Refer to slide 36 for additional details.

Net asset FMV



NOTE: The gray shaded area represents the range of FMV with and without the impact of leased aircraft (upper range includes leased aircraft and related NPV of lease payments; lower range excludes FMV of leased aircraft as well as the NPV of lease payments). The company derives market value from observable market data if available and may require utilization of estimates, applications of significant judgment and reliance upon valuation specialists' and third party analysts' reports. When using third party reports, the market value is as of the date of such report and is not updated to reflect factors that may impact the valuation since the date of such report, including fluctuations in foreign currency exchange rates, oil and gas prices, and the balance of supply and demand. There is no assurance that market value of an asset represents the amount that the Company could obtain from an unaffiliated third party in an arm's length sale of the asset, the fleet, or the Company.

Net asset FMV reconciliation as of June 30, 2016

(in millions)	June 30, 2016
(+) FMV of aircraft	\$1,988
(+) NBV of PPE without aircraft	611
(+) Working capital	218
(-) LT debt	(1,123)
(-) Pension liability	(60)
Net asset FMV	\$1,634
# of common shares	35.7
Net asset FMV per share	\$45.72

Adjusted EBITDAR margin trend by region

	FY13				
	Q1	Q2	Q3	Q4	Full Year
Europe Caspian	32.0%	34.4%	39.2%	35.8%	35.4%
Africa	31.5%	26.5%	35.0%	32.0%	31.4%
Americas	28.5%	28.3%	38.0%	40.0%	33.9%
Asia Pacific	34.1%	36.6%	34.2%	28.7%	33.3%
Consolidated	26.3%	26.1%	31.5%	29.4%	28.3%

	FY15				
	Q1	Q2	Q3	Q4	Full Year
Europe Caspian	34.1%	33.5%	32.8%	30.9%	32.9%
Africa	25.9%	30.7%	34.5%	48.6%	34.7%
Americas	44.7%	31.5%	37.6%	40.8%	38.7%
Asia Pacific	23.5%	22.7%	24.5%	29.2%	25.2%
Consolidated	29.2%	25.4%	25.3%	30.2%	27.4%

	FY17
	Q1
Europe Caspian	26.4%
Africa	17.0%
Americas	33.4%
Asia Pacific	11.2%
Consolidated	19.8%

	FY14				
	Q1	Q2	Q3	Q4	Full Year
Europe Caspian	30.4%	35.3%	35.6%	37.8%	35.0%
Africa	34.1%	30.1%	31.7%	36.6%	33.3%
Americas	42.5%	35.7%	37.4%	38.4%	38.1%
Asia Pacific	25.0%	23.3%	17.4%	28.3%	23.8%
Consolidated	28.5%	28.7%	27.0%	30.4%	28.6%

	FY16				
	Q1	Q2	Q3	Q4	Full Year
Europe Caspian	32.0%	32.5%	34.3%	29.9%	32.1%
Africa	29.4%	31.3%	29.4%	14.9%	27.2%
Americas	41.8%	10.0%	49.8%	25.1%	32.0%
Asia Pacific	22.8%	22.7%	24.6%	26.6%	24.0%
Consolidated	27.5%	22.1%	29.6%	23.1%	25.6%

Adjusted EBITDAR excludes special items and asset dispositions and margin is calculated by taking adjusted EBITDAR divided by operating revenue

Adjusted EBITDAR reconciliation

(\$ in millions)	Fiscal year ended,									
	3/31/2015					3/31/2016				
	Q1	Q2	Q3	Q4	FY15	Q1	Q2	Q3	Q4	FY16
Net income	\$ 45	\$ 28	\$ 0	\$ 16	\$ 89	\$ (2)	\$ (46)	\$ 4	\$ (33)	\$ (77)
Income tax expense	12	6	1	4	23	3	(3)	10	(12)	(2)
Interest expense	7	8	7	8	30	8	7	10	10	35
Gain on disposal of assets	(1)	(0)	26	10	36	8	14	2	7	31
Depreciation and amortization	25	28	24	37	114	37	37	32	30	137
Special items	6	7	5	1	17	13	28	7	33	82
Adjusted EBITDA Subtotal	95	77	63	75	309	67	38	65	35	206
Rental expense	33	35	46	50	165	54	54	52	51	212
Adjusted EBITDAR	\$ 128	\$ 112	\$ 109	\$ 125	\$ 474	\$ 121	\$ 93	\$ 117	\$ 87	\$ 417

(\$ in millions)	Fiscal year ended,
	3/31/2017
	Q1
Net income	\$ (41)
Income tax expense	(2)
Interest expense	11
Gain on disposal of assets	10
Depreciation and amortization	35
Special items	7
Adjusted EBITDA Subtotal	19
Rental expense	51
Adjusted EBITDAR	\$ 70

Adjusted EBITDAR excludes special items and asset dispositions

Bristow Value Added (BVA)

Sample calculation for Q1 FY17 and Q1 FY16

Bristow Value Added = Gross Cash Flow – (Gross Operating Assets X Capital Charge)

$$BVA = GCF - (GOA \times 10.5\%^1)$$

Bristow Value Added calculation for Q1 FY17

$$\$ (10.2) = \$88.8 - (\$3,772 \times 2.625\%^1)$$

Bristow Value Added calculation for Q1 FY16

$$\$9.7 = \$110.6 - (\$3,841 \times 2.625\%^1)$$

(in millions)

Gross cash flow reconciliation	Q1 FY16	Q1 FY17
Net income	\$ (3)	(41)
Depreciation and amortization	37	35
Interest expense	8	11
Interest income	(0)	(0)
Rent	54	51
Other income/expense-net	(4)	6
Gain/loss on asset sale	8	10
Special items	13	7
Tax effect from special items	(7)	8
Earnings (losses) from unconsolidated affiliates, net	(6)	(4)
Non-controlling interests	2	(0)
Gross cash flow before Líder	\$101	\$83
Gross cash flow - Líder proportional	9	6
Gross cash flow after Líder	\$111	\$89

(in millions)

Adjusted gross operating assets reconciliation	Q1 FY16	Q1 FY17
Total assets	\$ 3,243	\$ 3,218
Accumulated depreciation	507	538
Capitalized operating leases	674	540
Cash and cash equivalents	(120)	(123)
Investment in unconsolidated entities	(223)	(207)
Goodwill	(78)	(29)
Intangibles	(18)	(7)
Assets held for sale: net	(39)	(41)
Assets held for sale: gross	98	133
Adj. for gains & losses on assets sales	98	11
Accounts payable	(98)	(93)
Accrued maintenance and repairs	(31)	(21)
Other accrued taxes	(12)	(8)
Accrued wages, benefits and related taxes	(76)	(61)
Other accrued liabilities	(79)	(54)
Income taxes payable	(6)	(20)
Deferred revenue	(33)	(43)
ST deferred taxes	(4)	(2)
LT deferred taxes	(169)	(155)
Adjusted gross operating assets before Líder	\$ 3,630	\$ 3,577
Adjusted gross operating assets - Líder proportional	211	195
Adjusted gross operating assets after Líder	\$ 3,841	\$ 3,772

Líder Bristow Value Added (BVA)

Sample calculation for Q1 FY17 and Q1 FY16

Bristow Value Added = Gross Cash Flow – (Gross Operating Assets X Capital Charge)

$$\text{BVA} = \text{GCF} - (\text{GOA} \times 10.5\%^1)$$

Bristow Value Added calculation for Q1 FY17

$$\$0.9 = \$6.1 - (\$195 \times 2.625\%^1)$$

Bristow Value Added calculation for Q1 FY16

$$\$4.0 = \$9.5 - (\$211 \times 2.625\%^1)$$

(\$ in millions)

Gross cash flow reconciliation	Q1 FY16	Q1 FY17
Net income (loss)	(\$7)	\$14
Depreciation and amortization	3	2
Rent	6	8
Interest expense	3	3
Interest income	(1)	(1)
FX (gains) losses	27	1
Other income/expense-net	(16)	(9)
Special Adjustment- remove Líder tax per income stmt.	7	1
Earnings (losses) from unconsolidated affiliates, net	-	(1)
Non-controlling Interests	1	-
Gross cash flow	\$23	\$18
Special item outside of Líder - add Bristow tax calc.	0	(3)
Gross cash flow	\$23	\$14
Líder proportional consolidation - GCF	\$9	\$6

(\$ in millions)

Adjusted gross operating assets reconciliation	Q1 FY16	Q1 FY17
Total assets	\$553	\$539
Cash and cash equivalents	(74)	(152)
Accumulated depreciation	64	60
Capitalized operating leases	116	155
Investments & escrow deposits	(44)	(45)
Intangibles	(4)	(4)
Intangibles, amortization	3	3
Other, non operating assets	(38)	(27)
Accounts payable	(30)	(27)
Other payables	(3)	(8)
Other accrued taxes	(10)	(4)
Accrued wages, benefits and related taxes	(14)	(11)
Income taxes payable	(10)	(6)
Deferred revenue	(7)	(8)
Adjusted gross operating assets	\$503	\$465
Líder proportional consolidation GOA	\$211	\$195

Líder's adjusted EBITDAR reconciliation

(\$ in millions)	Q3 CY15	Q4 CY15	Q1 CY16	Q2 CY16
Gross revenue	\$74	\$63	\$62	\$61
(-) Revenue deductions	(5)	(4)	(3)	(3)
Net operating revenue	69	59	59	58
(-) Cost of products and services	(52)	(46)	(46)	(46)
Gross profit	17	13	13	11
(-) Selling and administrative expenses	(5)	(6)	(4)	(5)
(+) Equity income of associates	(1)	0	1	0
(+) Other operating income/expenses	1	1	0	0
Operating result	12	9	9	7
(+) Depreciation and amortization	2	2	2	2
EBITDA	14	11	11	9
Leasing costs	7	7	8	6
Adjusted EBITDAR	\$21	\$18	\$19	\$15

Adjusted EBITDAR excludes special items and asset dispositions

GAAP reconciliation

	Three months ended June 30,	
	2016	2015
	(In thousands, except per share amounts)	
Adjusted EBITDAR	\$70,363	\$121,047
Gain (loss) on disposal of assets	(10,017)	(7,695)
Special items ¹	(6,559)	(13,430)
Depreciation and amortization	(34,694)	(37,146)
Rent expense	(51,283)	(53,882)
Interest expense	(11,120)	(7,890)
Provision for income taxes	2,238	(2,633)
Net income	(\$41,072)	(\$1,629)
Adjusted net income	(\$12,008)	\$19,752
Gain (loss) on disposal of assets ²	(6,811)	(5,925)
Special items ^{1,2}	(21,953)	(17,084)
Net income (loss) attributable to Bristow Group	(\$40,772)	(\$3,257)
Adjusted diluted earnings per share	(\$0.34)	\$0.56
Gain (loss) on disposal of assets ²	(0.19)	(0.17)
Special items ^{1,2}	(0.63)	(0.67)
Diluted earnings (loss) per share	(\$1.17)	(\$0.27)

1) See information about special items in 10-K or earnings release for Q4 FY16

2) These amounts are presented after applying the appropriate tax effect to each item and dividing by the weighted average shares outstanding during the related period to calculate the earnings per share impact

Bank financial covenants

Senior secured leverage ratio		Current ratio	
\$ in millions	June 30, 2016	\$ in millions	June 30, 2016
Term loan	\$329	Total current assets	\$604
Term loan credit facility	200	Less: assets HFS	(41)
Revolving credit facility	207	Revolver availability less \$25M	167
Covenant PV of leases	558	Total covenant current assets	\$731
Letters of credit (secured)	1	Total current liabilities	\$385
Total covenant debt	\$1,294	Less: Term loan maturity in current assets	-
TTM Adj EBITDAR	\$367	Total covenant current liabilities	\$385
Non-cash stock comp expense	21	Covenant current ratio actual	1.90x
Cash proceeds from assets sales (max: \$20M)	20	Covenant current ratio minimum	1.00x
Non-cash FX impact	30		
Other adjustments	27		
TTM Covenant EBITDAR	\$465		
Senior secured leverage ratio actual	2.79x		
Senior secured leverage ratio maximum	4.25x		

Total leverage reconciliation

	Debt (a)	Investment (b)	Capital (c) = (a) + (b)	Leverage (a) / (c)
(in millions)				
As of June 30, 2016	\$ 1,211.1	\$ 1,453.3	\$ 2,664.4	45.5%
<u>Adjust for:</u>				
Unfunded pension liability	60.4		60.4	
NPV of lease obligations @ 6%	541.5		541.5	
Letters of credit	13.3		13.3	
<u>Adjusted</u>	<u>\$ 1,826.3 (d)</u>	<u>\$ 1,453.3</u>	<u>\$ 3,280</u>	<u>55.7%</u>

Calculation of debt to adjusted EBITDAR multiple

<u>TTM Adjusted EBITDAR¹:</u>	
Q1 FY17	\$ 366.7 (e)
 = (d) / (e)	 4.98:1

Adjusted EBITDAR excludes gains and losses on dispositions of assets

Líder leverage reconciliation

(in millions)	Jun-15	Jun-16
Total book debt	\$ 338	\$ 247
NPV of leases	39	50
Total adjusted debt	378	296
TTM adjusted EBITDAR	\$ 97	\$ 74
Adjusted debt / TTM adj. EBITDAR	3.9x	4.0x

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