Goodrich Corporation
Third Quarter 2008 Results

October 23, 2008

right attitude/right approach/right alongside
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Forward Looking Statements

Certain statements made in this presentation are forward-looking statements within the meaning of the Private Securities Litigation Reform Act of 1995 regarding the Company's future plans, objectives and expected performance. The Company cautions readers that any such forward-looking statements are based on assumptions that the Company believes are reasonable, but are subject to a wide range of risks, and actual results may differ materially.

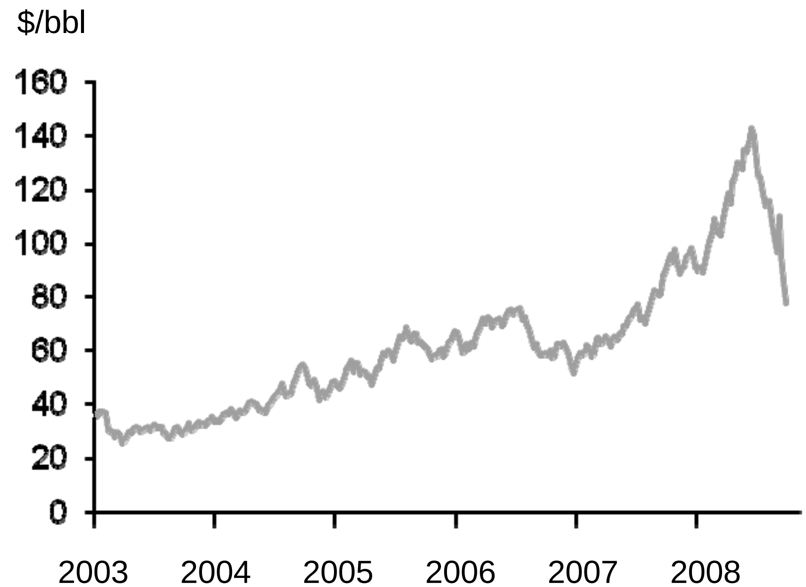
Important factors that could cause actual results to differ include, but are not limited to: demand for and market acceptance of new and existing products, such as the Airbus A350 XWB and A380, the Boeing 787 Dreamliner, the Embraer 190, the Dassault Falcon 7X, and the Lockheed Martin F-35 Lightning II and F-22 Raptor; the health of the commercial aerospace industry, including the impact of bankruptcies and/or mergers in the airline industry; global demand for aircraft spare parts and aftermarket services; and other factors discussed in the Company's filings with the Securities and Exchange Commission and in the Company's October 23, 2008 Third Quarter 2008 Results press release.

The Company cautions you not to place undue reliance on the forward-looking statements contained in this presentation, which speak only as of the date on which such statements were made. The Company undertakes no obligation to release publicly any revisions to these forward-looking statements to reflect events or circumstances after the date on which such statements were made or to reflect the occurrence of unanticipated events.

Commercial Aerospace Environment

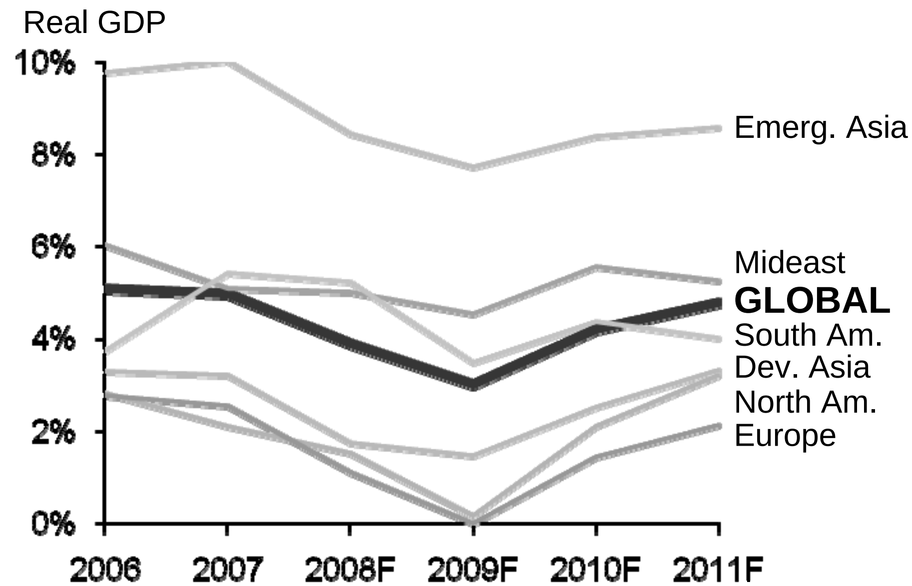
Fuel Price and GDP Growth
Historical and Forecast

Oil Price
(2003 to Oct. 15, 2008)



- Oil prices increased up to four-fold since 2003 but have since retreated
- This spike contributed to airline operating costs rising by ~25%[1]
- A weaker dollar has provided temporary relief to non-US carriers

Economic Growth Forecasts
(2006 to 2011)

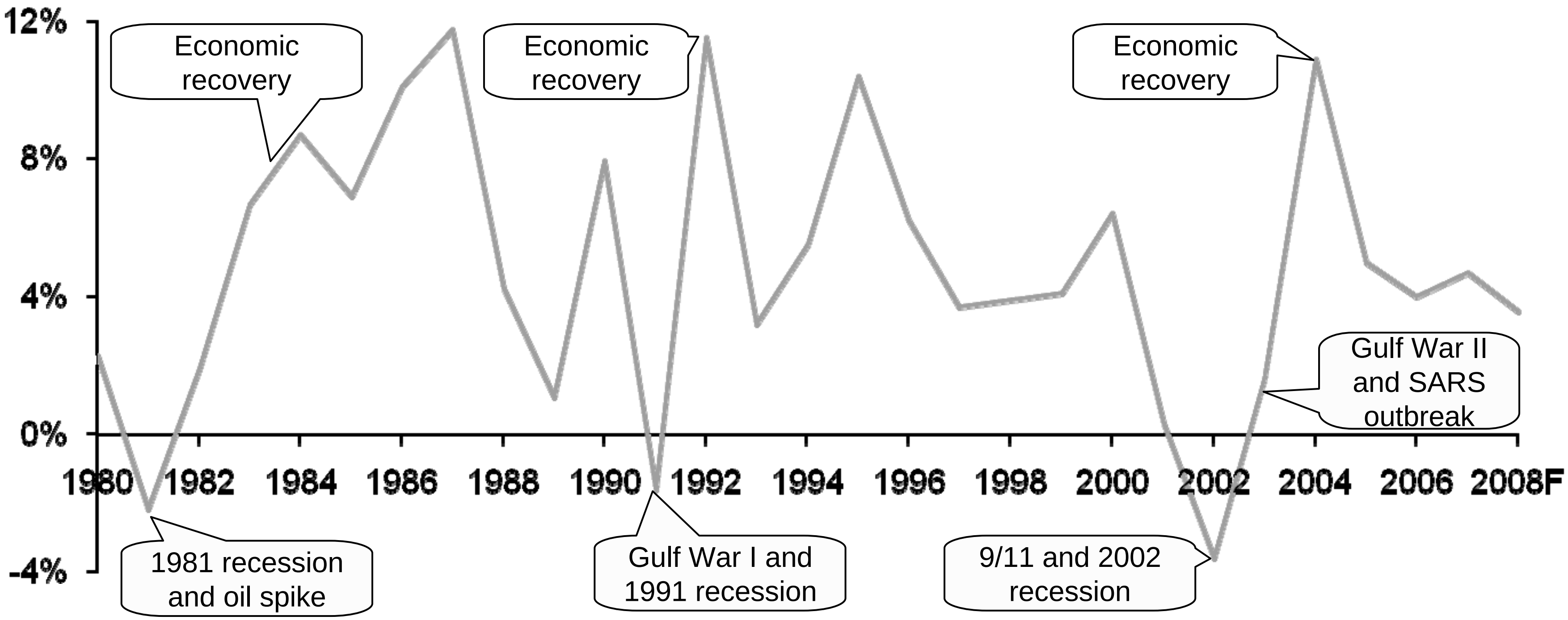


- The global economy is slowing
- Emerging markets continue to grow faster than the developed economies
- Thus economic conditions are expected to affect the industry differently by region

Note: [1]Based on reported Q2 2008 results
Source: Seabury Aerospace, Bloomberg (oil prices); IMF WEO October 2008 (GDP),

Global Passenger Capacity Year-over-Year Growth

Year-over-Year Change in Available-Seat-Miles (ASMs)[1]

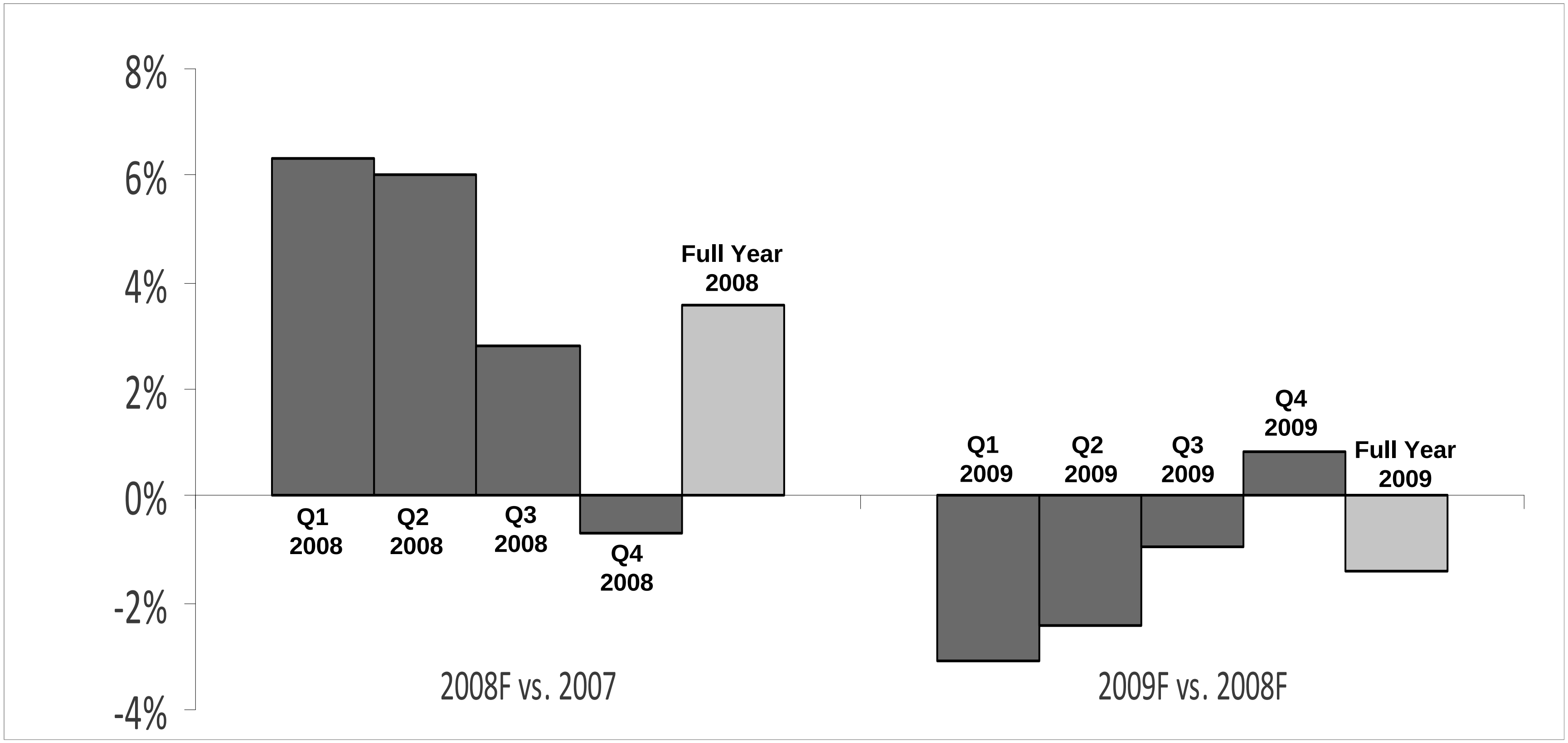


- Airline capacity is highly correlated with economic growth
- Global capacity has grown an average 4-5% over the past 30 years
- During that period, global capacity has only contracted three times – a slight decline during the 1981 & 1991 recessions and a larger decline after 9/11
- Periods of contraction have been quickly followed by above-trend growth

Note: [1]US market used as proxy for world 1980-1990; global data used for 1991-2008
Source: Seabury Aerospace, Airline Monitor

Global Passenger Capacity 2007-2009 Growth

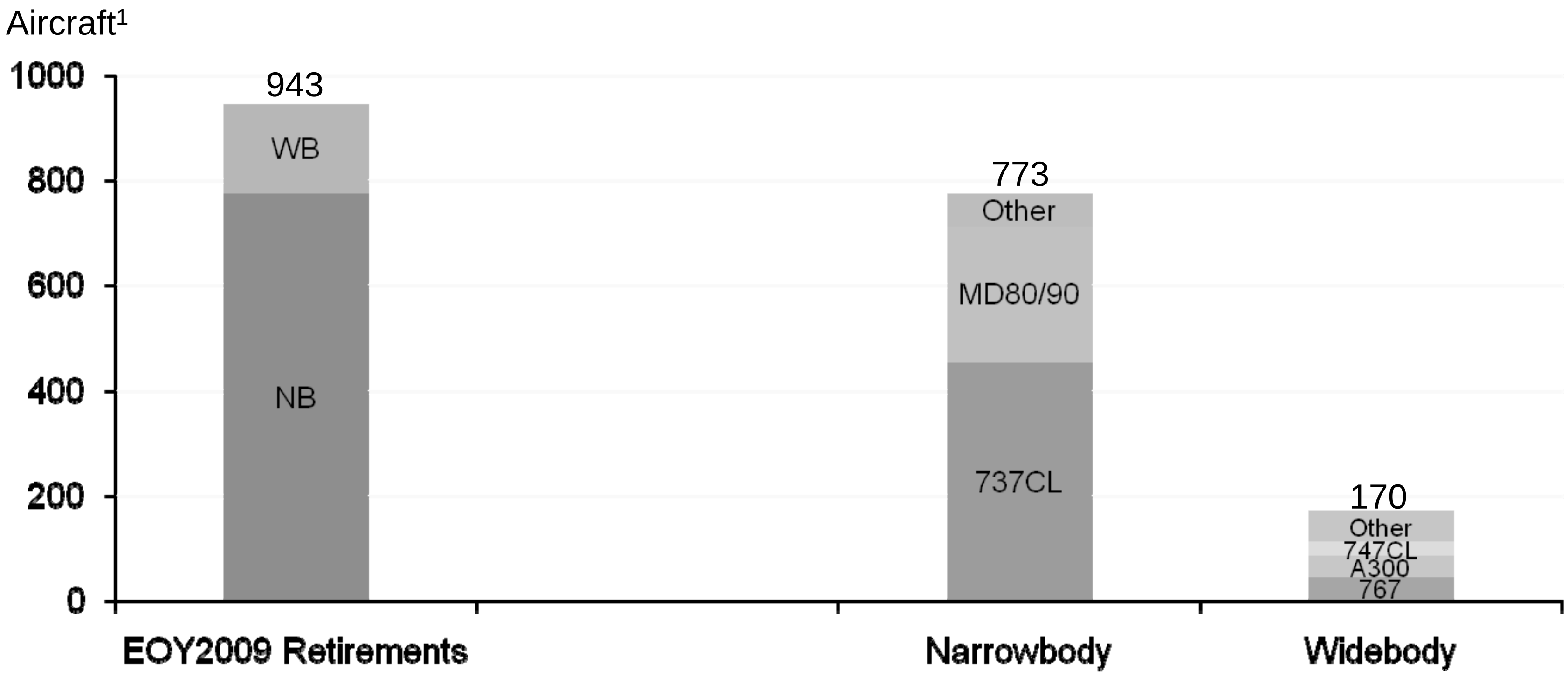
Year-over-year change in Available-Seat-Miles (ASMs)



- For most of 2008, capacity was increasing near historical average
- Rising fuel prices drove airlines to cut capacity in the backend of 2008
- Impact of capacity cuts are expected to be fully felt in 2009 as carriers maintain implemented cuts due to operational constraints and concerns about slowing demand

Note: Scheduled passenger capacity only
Source: Seabury Aerospace

Expected Aircraft Retirements 2008-2009



- As a result, airlines continue to ground aircraft
- Almost all announced and implemented capacity cuts have been old-gen aircraft
- MD80/90, DC9, and 737-300 aircraft continue to be attractive to replace at lower oil prices
- Despite the decline in oil prices, airlines have reaffirmed many of their retirement plans

[1]Expected retirements from Nov. 2008 to end of Nov. 2009
Note: Scheduled passenger aircraft only; excludes potential for later return-to-service
Source: Seabury Aerospace, Announced capacity cuts

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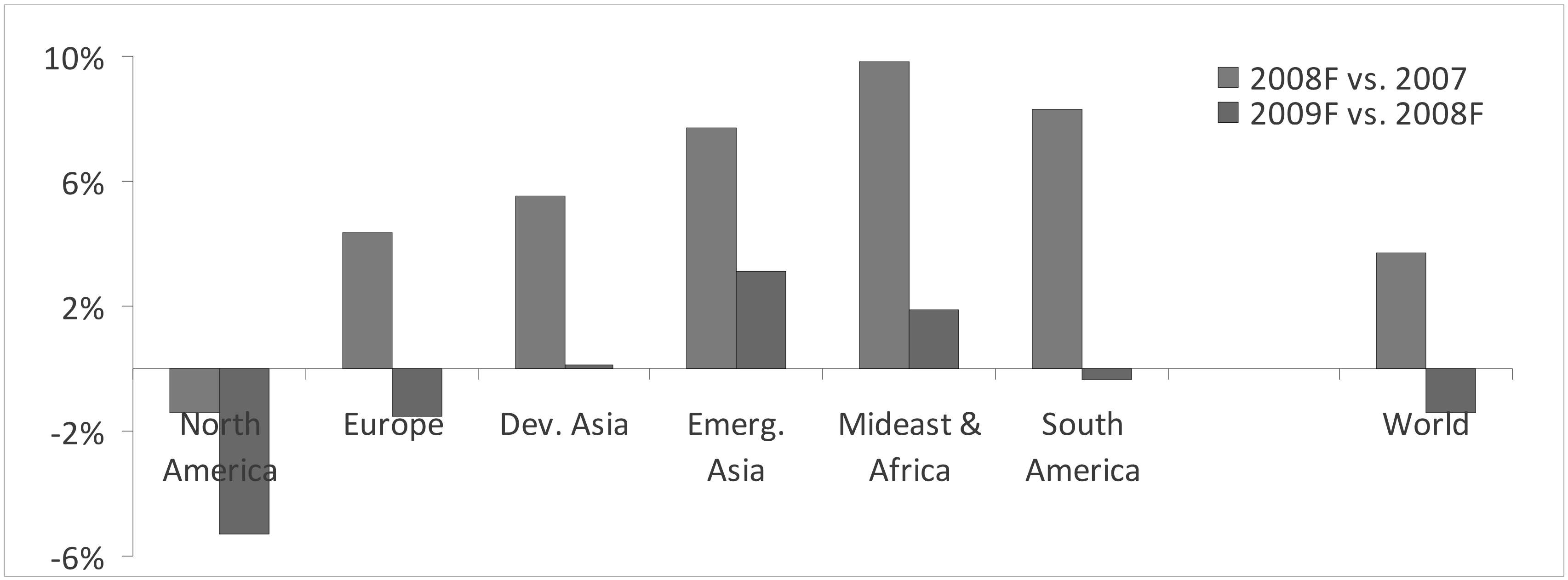
Capacity By Region 2007-2009 Growth

Year-over-Year change in Available-Seat-Miles (ASMs)

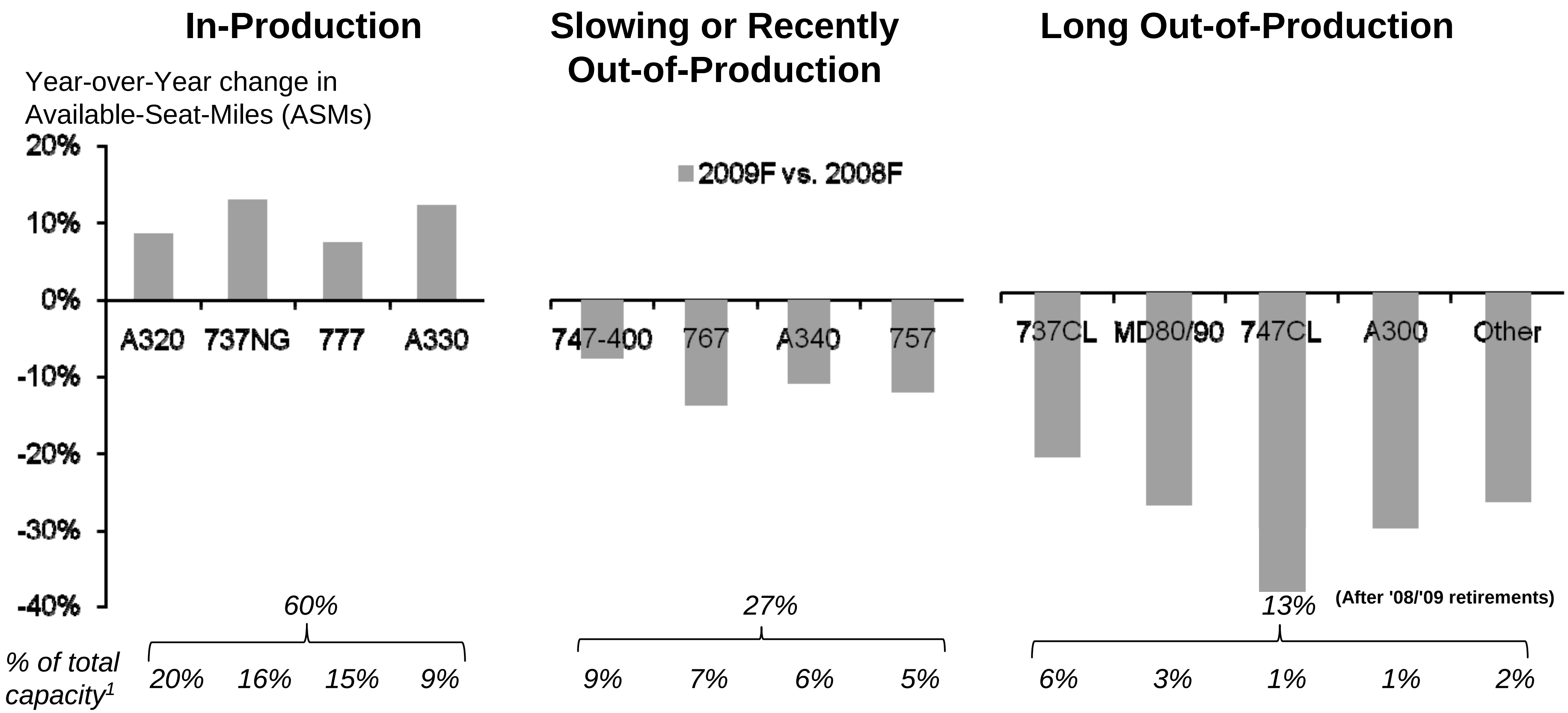


% of total capacity[1]	*31%*	*25%*	*15%*	*15%*	*10%*	*4%*	*100%*

- Capacity cuts have been most dramatic and urgent in North America
- Europe and Developed Asia have started to reverse previous growth
- Emerging Asia and Middle East continue to grow, albeit much more slowly

Note: Scheduled passenger capacity only; [1]Based on 2009 split
Source: Seabury Aerospace

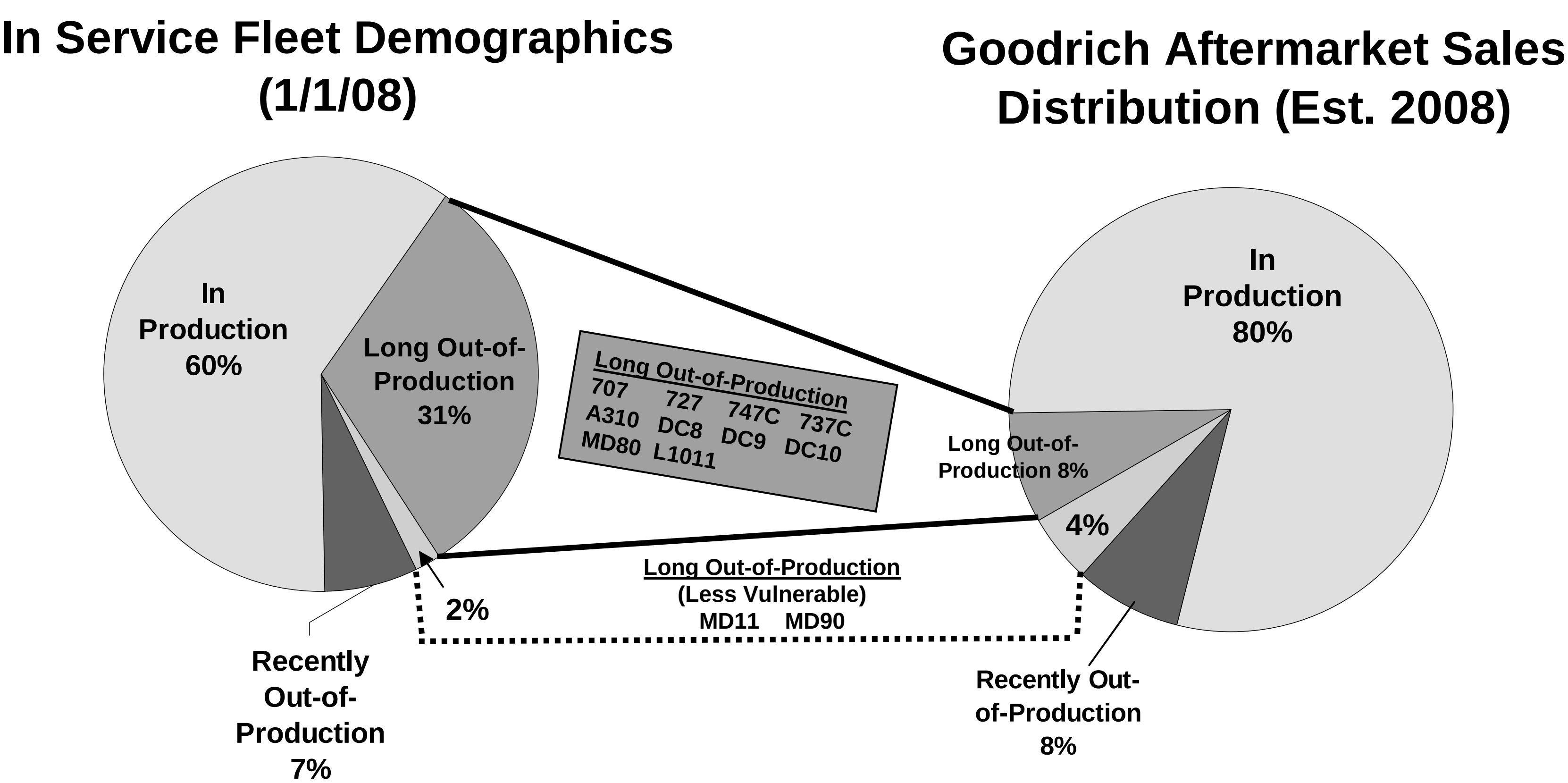
Large Commercial Aircraft
Estimated Capacity Growth from 2008 to 2009



- In-production aircraft are not targeted for grounding to achieve desired capacity cuts
- In-production aircraft utilization rates have not dropped and are unlikely to fall
- 2009 production rates have only been slightly adjusted by OEMs[2]
- Therefore, in-production ASMs are expected to continue to grow and gain share of global capacity

Note: Scheduled passenger capacity excluding regional jets; [1]Based on 2009 daily average excluding A380 and 787 which remain small share; [2]Excludes impact of continued Boeing strike
Source: Seabury Aerospace

Large Commercial Aircraft Fleet Demographics vs. Goodrich Aftermarket Sales



Goodrich currently expects commercial aftermarket sales to grow 4 – 7 percent in 2009, compared to 2008

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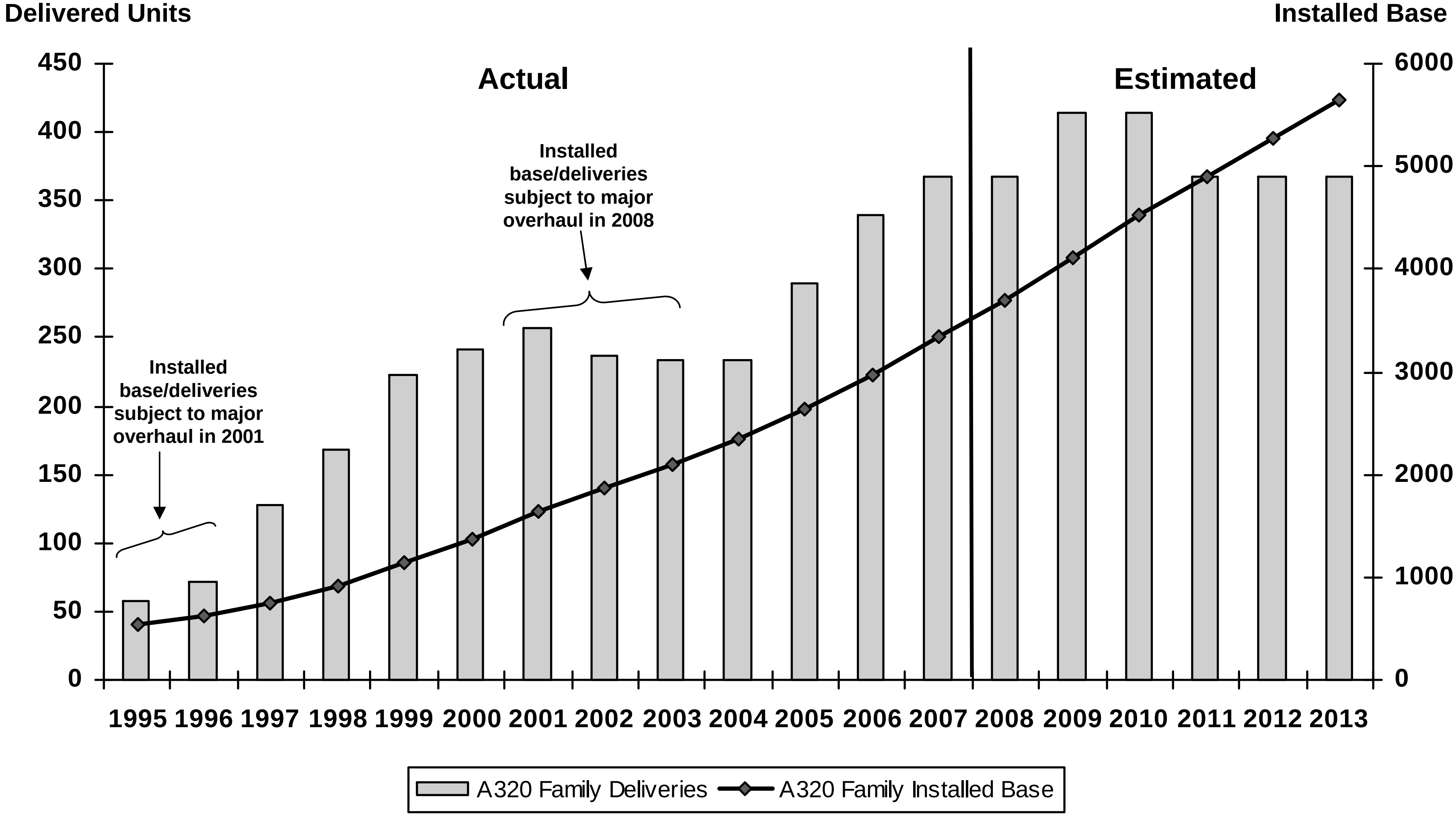
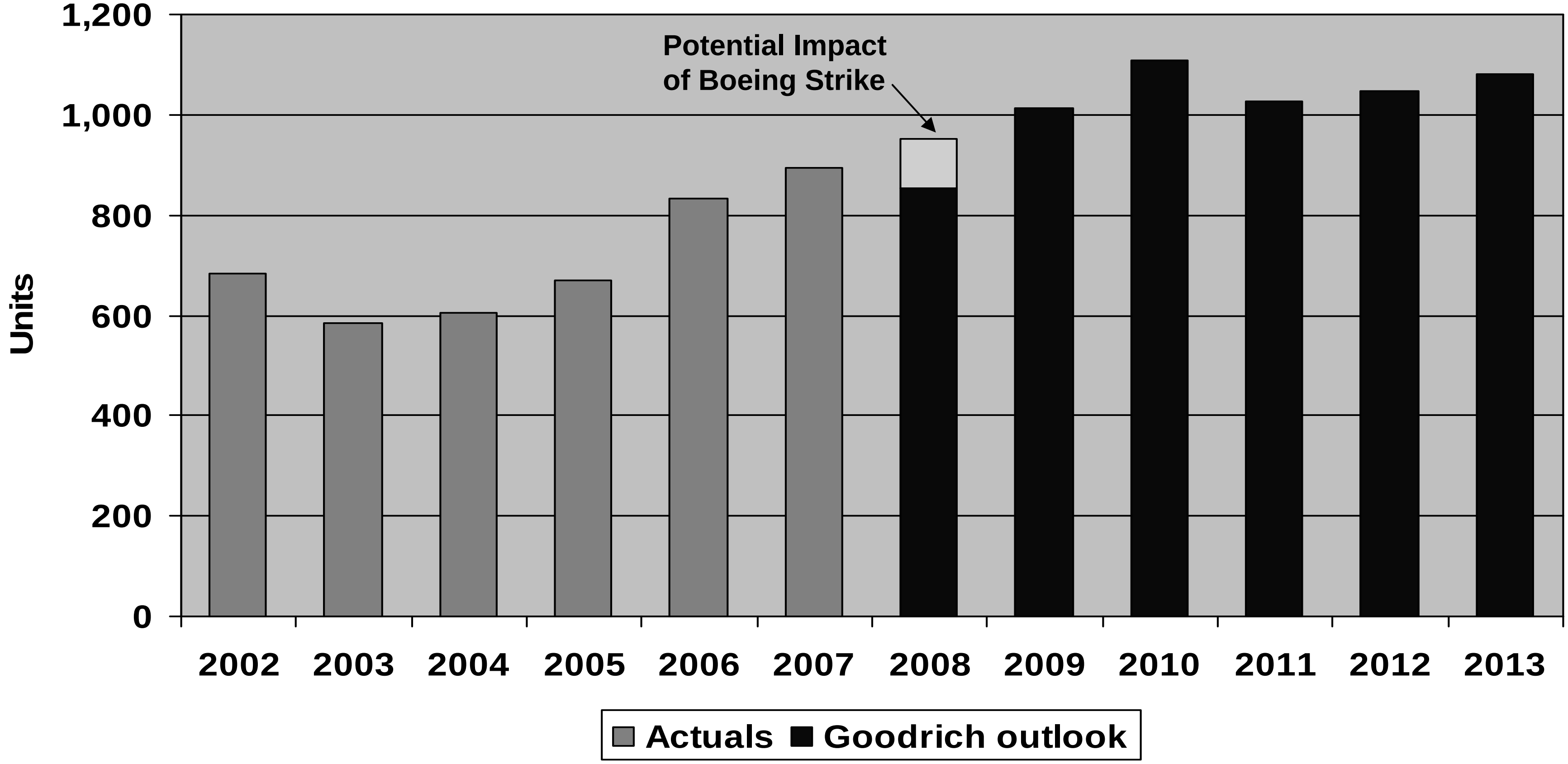
A320 Deliveries and Installed Base



2002 – 2003 aftermarket sales based on installed base as of 1995, 2008 and on sales based on deliveries and installed base in 2001 and beyond

Source: Airline Monitor, July 2008

Large Commercial Airplane Delivery Forecast



- OEMs have only slightly adjusted production growth rates, and are maintaining discipline in managing the downturn
- Record backlogs also afford flexibility, with some airlines seeking earlier delivery slots while others look to defer
- Demand remains high in Middle East and China (and strongest European and American carriers)

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Financial and Operational Highlights

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Third Quarter 2008 Highlights

- **Increased quarterly dividend to $0.25 per share, an 11 percent increase over the previous quarterly dividend of $0.225 per share of common stock**

- **Received a contract from the U.S. Army to provide up to 1,000 Vehicle Health Management Systems for UH-60A/L Black Hawk helicopters**
  - **The five-year Indefinite Delivery, Indefinite Quantity contract is valued at up to $300 million and covers deliveries through 2013**

- **Selected by Airbus to supply the air data system and ice detection system for the new A350 XWB commercial aircraft**
  - **The awards are expected to generate more than $600 million in original equipment and aftermarket revenue over 20 years**

- **Goodrich and Rolls-Royce signed a Letter of Intent proposing the formation of a joint venture company which would develop and supply engine controls for Rolls-Royce aero engines**
  - **Goodrich would retain the aftermarket products and services business associated with the joint venture's products**
  - **Expect to complete the JV around year-end 2008**

Third Quarter 2008 Results and Full Year 2008 Outlook

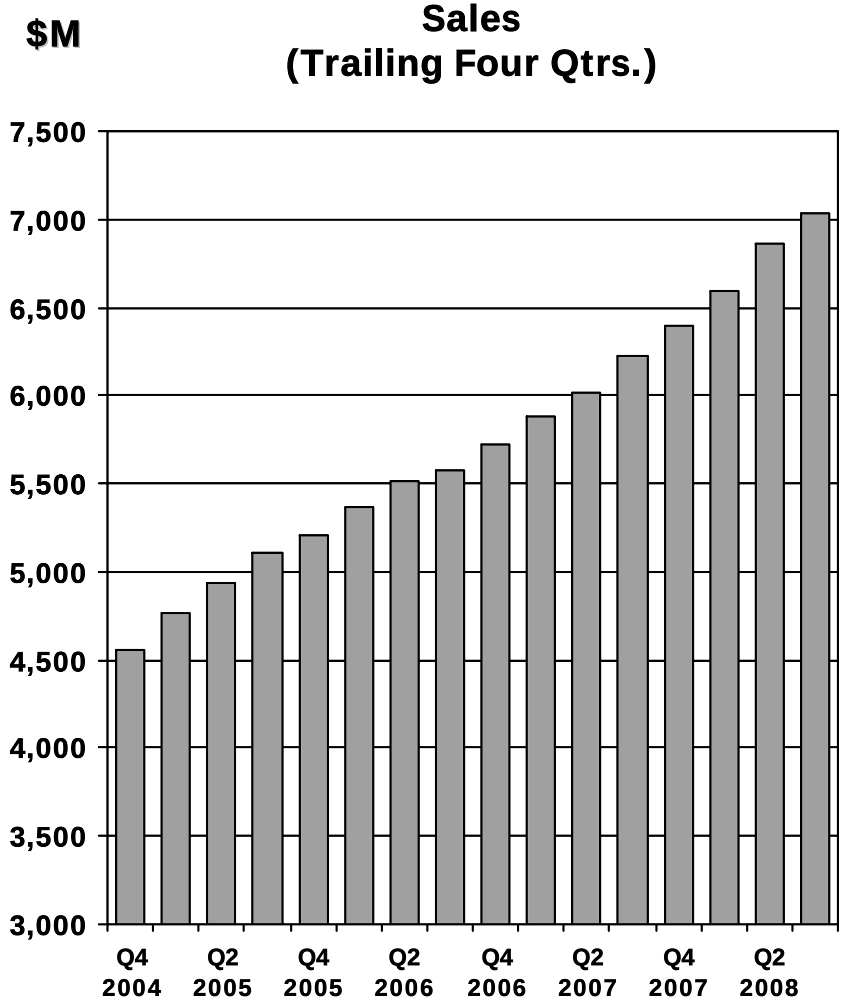
- **Third Quarter 2008 Results**
  - **Third quarter 2008 sales of $1,772 million increased 11 percent over third quarter 2007 sales of $1,602 million**
  - **Third quarter 2008 income per diluted share of $1.33 increased 34 percent over third quarter 2007 income per diluted share of $0.99**
  - **Total segment operating income margin increased to 18.2 percent, from 17.2 percent in the third quarter 2007.**

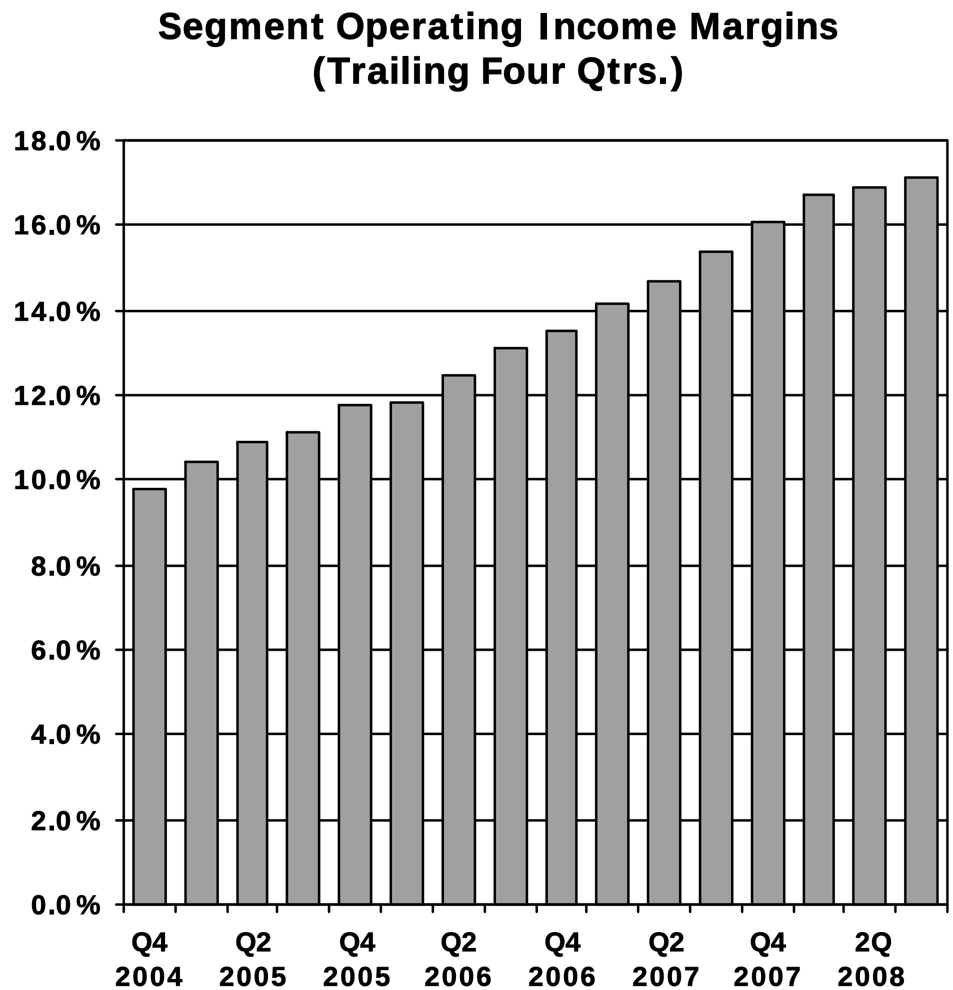
- **Full Year 2008 Outlook**
  - **Outlook for net income per diluted share increased to $4.90 - $5.00, from prior outlook of $4.80 - $4.95**
    - **Approximately 30 - 32% growth over 2007 results**
    - **Includes expected effective tax rate of approximately 32 - 33%, which includes the R&D tax credit retroactive to 1/1/08**
  - **Reduced outlook for sales to approximately $7.1 billion, from prior outlook of $7.3 billion**
    - **Current outlook assumes Boeing strike ends in late October or early November 2008**
    - **Represents growth of about 11% over 2007 results**
  - **Net cash provided by operating activities, minus capital expenditures, expected to be about 65% of net income**
    - **Includes anticipated inventory build-up resulting from the Boeing strike**
    - **Capital expenditure outlook unchanged at $275 - $325 million**

Full Year 2009 Outlook

- **Full Year 2009 Outlook**
  - **Sales outlook of $7.7 - $7.8 billion – approximately 8 - 10% growth over expected 2008 results**
    - **Large commercial OE sales expected to increase about 20%**
      - Assuming the Boeing strike is over in late October or early November
    - **Large commercial, regional business and general aviation aftermarket sales expected to increase 4 – 7%**
  - **Outlook for net income and income per diluted share from continuing operations of $5.05 - $5.25 - approximately 2 - 8% growth over expected 2008 results, including:**
    - **Higher pension expense of up to $0.27 per share**
    - **Full year 2009 tax rate of about 33%**
    - **Unfavorable foreign exchange translation costs of $0.06**
    - **Closing of the Rolls-Royce joint venture around year-end 2008**
  - **Net cash provided by operating activities, minus capital expenditures, expected to be greater than 75% of net income**

Delivering Sustained Sales Growth and Margin Expansion





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Year-over-Year Financial Results

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Third Quarter 2008 – Financial Summary
Year-over-Year Performance

(Dollars in Millions, excluding EPS)	3rd Qtr 2008	3rd Qtr 2007	Change
Sales	$1,772	$1,602	11%
Segment operating income	$322	$276	17%
- % of Sales	18.2%	17.2%	+1.0%
Income - Continuing Operations - Net Income	 $168 $168	 $140 $127	 20% 32%
Diluted EPS - Continuing Operations - Net Income	 $1.33 $1.33	 $1.10 $0.99	 21% 34%

First Nine Months 2008 – Financial Summary
Year-over-Year Performance

(Dollars in Millions, excluding EPS)	1st Nine Months 2008	1st Nine Months 2007	Change
Sales	$5,367	$4,724	14%
Segment operating income	$940	$762	23%
- % of Sales	17.5%	16.1%	+1.4%
Income - Continuing Operations - Net Income	 $505 $513	 $363 $351	 39% 46%
Diluted EPS - Continuing Operations - Net Income	 $3.97 $4.03	 $2.84 $2.75	 40% 47%

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Third Quarter 2008
Year-over-Year Financial Change Analysis

Item	(Dollars in Millions)		Per Diluted Share
	Sales	After-tax Net Income	
Third Quarter 2007 – Continuing Operations	$1,602	$140	$1.10
▪ Increased overall volume, efficiency, mix, other	$178	$35	$0.26
▪ Long-term contracts – changes in estimates		$12	$0.10
▪ Share-based compensation		$8	$0.06
▪ Corp G&A/ERP/Other Income (Expense) (Excluding share based compensation considered above)		$7	$0.06
▪ Customer Settlements in 2007		($14)	($0.10)
▪ Higher tax rate in 3Q 2008 vs. 3Q 2007		($16)	($0.12)
▪ Foreign exchange translation costs	($8)	($4)	($0.03)
Third Quarter 2008 – Continuing Operations	$1,772	$168	$1.33

Third Quarter 2008
Year-over-Year Segment Results

Dollars in Millions	3rd Quarter 2008	3rd Quarter 2007	Change	
			$	%
Sales				
Actuation and Landing Systems	$ 664.2	$ 607.8	$ 56.4	9%
Nacelles and Interior Systems	$ 596.5	$ 545.2	$ 51.3	9%
Electronic Systems	$ 511.6	$ 448.7	$ 62.9	14%
Total Sales	$1,772.3	$1,601.7	$170.6	11%
Segment OI				
Actuation and Landing Systems	$ 80.0	$ 73.6	$ 6.4	9%
Nacelles and Interior Systems	$162.4	$143.6	$18.8	13%
Electronic Systems	$ 79.3	$ 58.7	$20.6	35%
Total Segment OI	$321.7	$275.9	$45.8	17%
Segment Margin				
Actuation and Landing Systems	12.0%	12.1%	N/A	(0.1%)
Nacelles and Interior Systems	27.2%	26.3%	N/A	+0.9%
Electronic Systems	15.5%	13.1%	N/A	+2.4%
Overall Segment Margin	18.2%	17.2%	N/A	+1.0%

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First Nine Months 2008
Year-over-Year Segment Results

Dollars in Millions	1st Nine Months 2008	1st Nine Months 2007	Change	
			$	%
Sales				
Actuation and Landing Systems	$2,035.9	$1,764.1	$271.8	15%
Nacelles and Interior Systems	$1,882.1	$1,625.8	$256.3	16%
Electronic Systems	$1,448.6	$1,334.5	$114.1	9%
Total Sales	$5,366.6	$4,724.4	$642.2	14%
Segment OI				
Actuation and Landing Systems	$238.6	$182.0	$ 56.6	31%
Nacelles and Interior Systems	$501.9	$404.7	$ 97.2	24%
Electronic Systems	$199.8	$175.7	$ 24.1	14%
Total Segment OI	$940.3	$762.4	$177.9	23%
Segment Margin				
Actuation and Landing Systems	11.7%	10.3%	N/A	+1.4%
Nacelles and Interior Systems	26.7%	24.9%	N/A	+1.8%
Electronic Systems	13.8%	13.2%	N/A	+0.6%
Overall Segment Margin	17.5%	16.1%	N/A	+1.4%

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Summary Cash Flow Information

Item (Dollars in Millions)	3rd Quarter 2008	3rd Quarter 2007
Net Income	$168	$127
Depreciation and Amortization	$65	$67
Working Capital – (increase)/decrease – defined as the sum of A/R, Inventory and A/P	($72)	($67)
Deferred income taxes and taxes payable	$31	--
Accrued expenses, other (including pension contributions)	($51)	$87
Cash Flow from Operations	$141	$214
Pension Contributions - worldwide	($81)	($13)
Capital Expenditures	($73)	($66)

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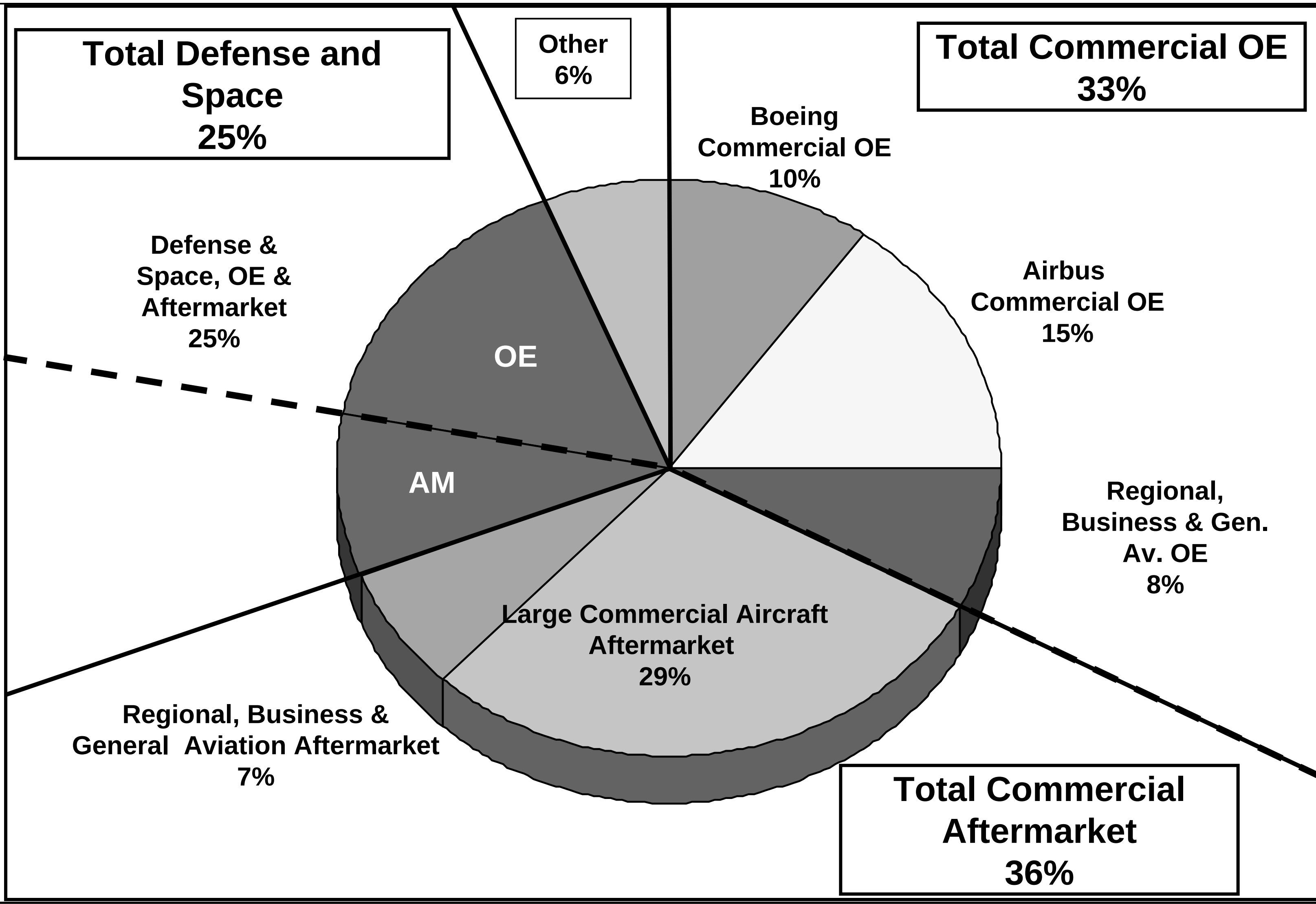
Sales by Market Channel

First Nine Months 2008 Sales by Market Channel
Total Sales $5.367 Billion



Balanced business mix; aftermarket represents 45% of total sales

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Sales by Market Channel
First Nine Months 2008 Change Analysis

		Actual Goodrich Change Comparisons		
		3Q 2008 vs. 3Q 2007	3Q 2008 vs. 2Q 2008	YTD 2008 vs. YTD 2007
Boeing and Airbus – OE Production	Aircraft Deliveries	1%	(18%)	14%
Regional, Business & General Aviation - OE	Aircraft Deliveries	29%	(5%)	26%
Aftermarket – Large Commercial, Regional, Business and GA	ASMs, Age, Cycles, Fleet size	13%	1%	11%
Defense and Space – OE and Aftermarket	US, UK Defense Budgets	12%	5%	12%
Other	IGT, Other	9%	(7%)	18%
Goodrich Total Sales		11%	(4%)	14%

2009 Outlook

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2008 Sales Expectations By Market Channel

Full Year 2007 Sales Mix	Market	2007 Goodrich Actual Growth	2008 Goodrich Expected Growth	2009 Goodrich Expected Growth
10% 15% 25%	Boeing OE Del. Airbus OE Del. Total (GR Weight)	8%	~5 - 10%*	~20%*
8%	Regional/Bus/GA OE (Weighted)	20%	~20%	7 – 8%
36%	Aftermarket (Commercial/ Regional/Bus/GA)	16%	~9 - 11%	4 – 7%
25%	Defense and Space OE and Aftermarket	7%	~11%	5 – 7%
6%	Other	14%	~14%	2 – 5%
100%	Total	12%	~11%	8 – 10%

* Dependent on length of Boeing Strike

2009 Outlook
P&L Summary ($M)

	Estimate 2008	Estimate 2009	B/(W)
Sales	~$7.1B	$7.7 - $7.8B	+8 - 10%
EPS (Diluted)			
- Continuing Operations	$4.84 - $4.94	$5.05 - $5.25	+2 - 8%
- Reported	$4.90 - $5.00	$5.05 - $5.25	+1 - 7%
Net cash provided by operating activities, minus capital expenditures, as a percent of net income	~65%	>75%	N/A
Capital Expenditures	$275 - $325	$275 - $300	$25 - ($25)
Effective Tax Rate	~32% – 33%	~33%	N/A

Expect Continued Sales and EPS growth in 2009