

Fourteenth Annual Credit Suisse Aerospace and Defense Conference

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Chairman, President and CEO
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right attitude/right approach/right alongside
www.goodrich.com

GOODRICH



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.



Company Overview - Goodrich

GR Portfolio Attributes

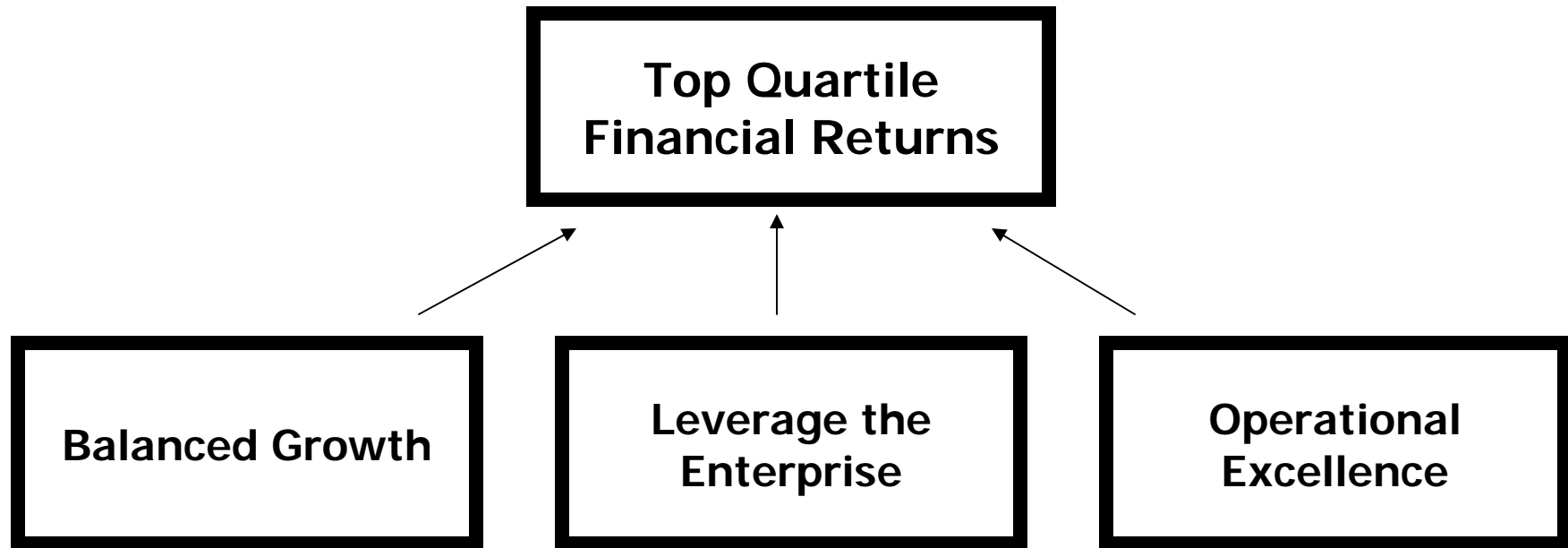
- Proprietary products
- Non-discretionary repair/ replacement cycles
- Large installed base drives aftermarket sales
- Participation on every large commercial and regional jet platform
- Significant defense & space presence



Results

- More predictable revenue and income growth
- Sustainable leadership positions
- Diverse product portfolio and balanced customer base
- Sustainable EPS and cash flow growth

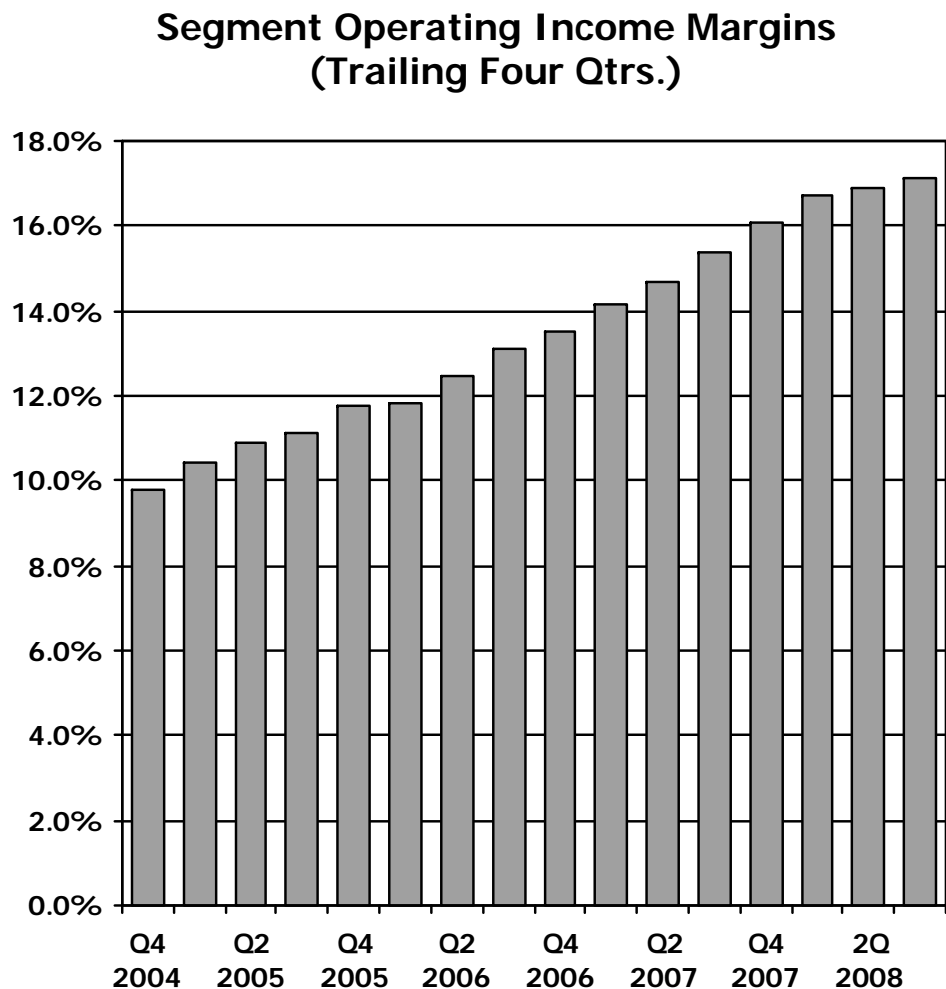
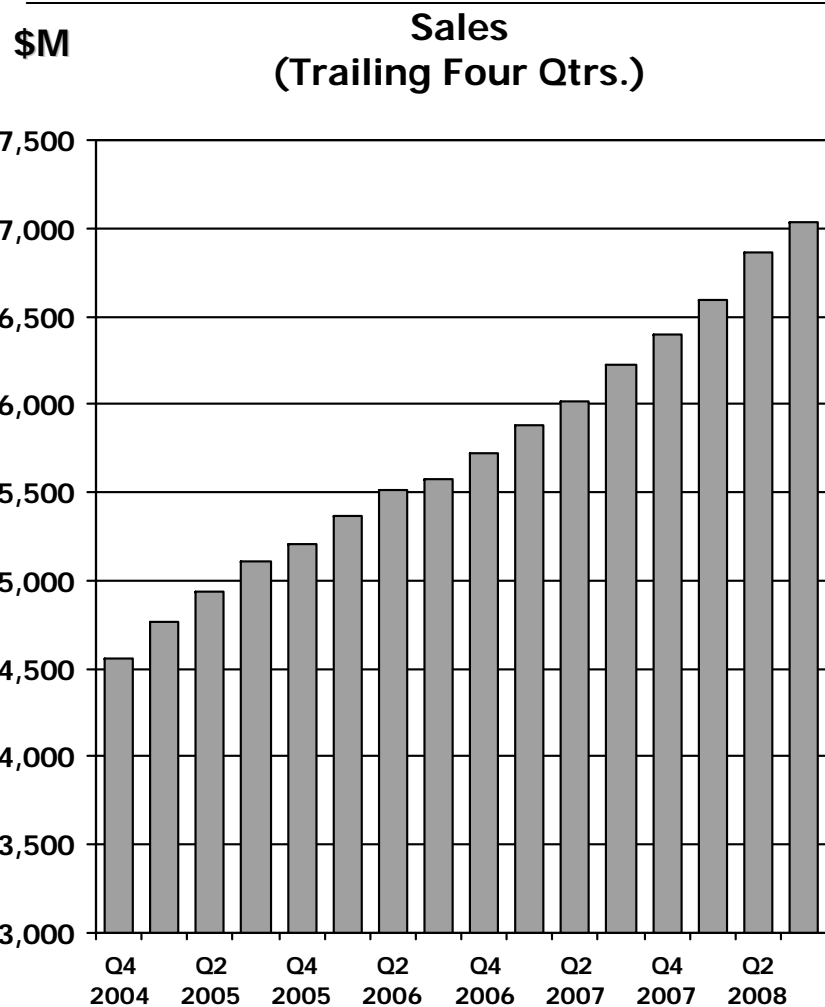




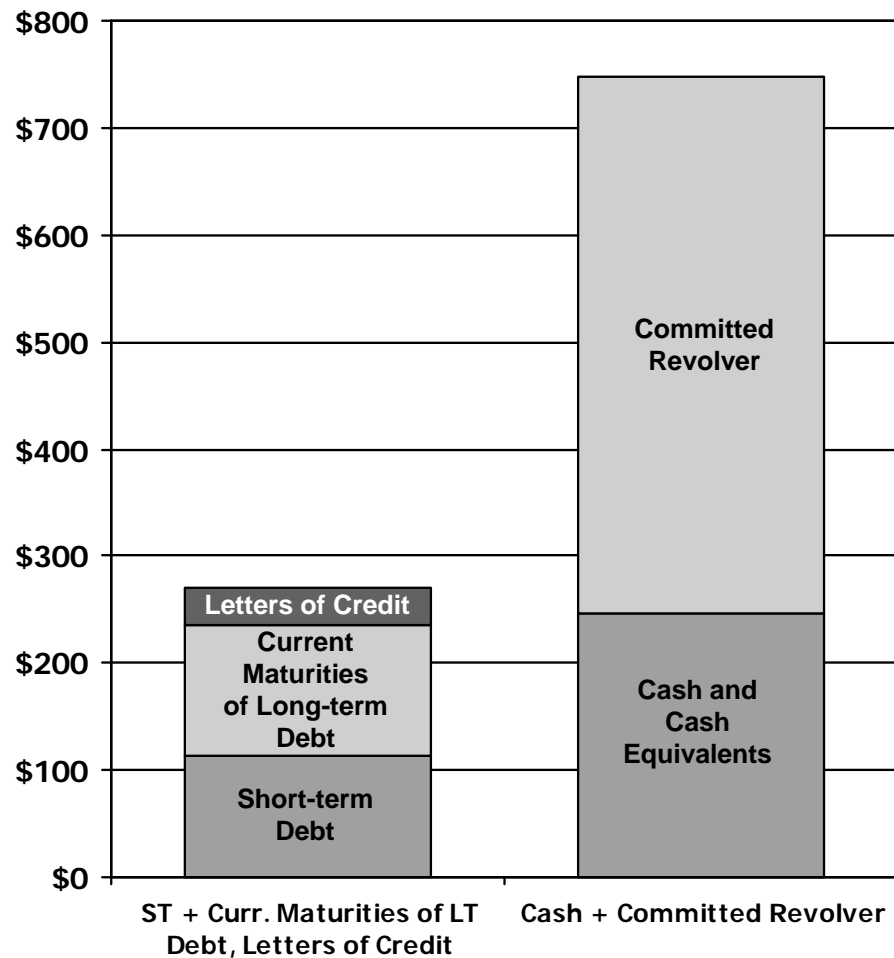
Our strategy has delivered consistent, positive results



Delivering Sustained Sales Growth and Margin Expansion



\$M **Current Liquidity Position**

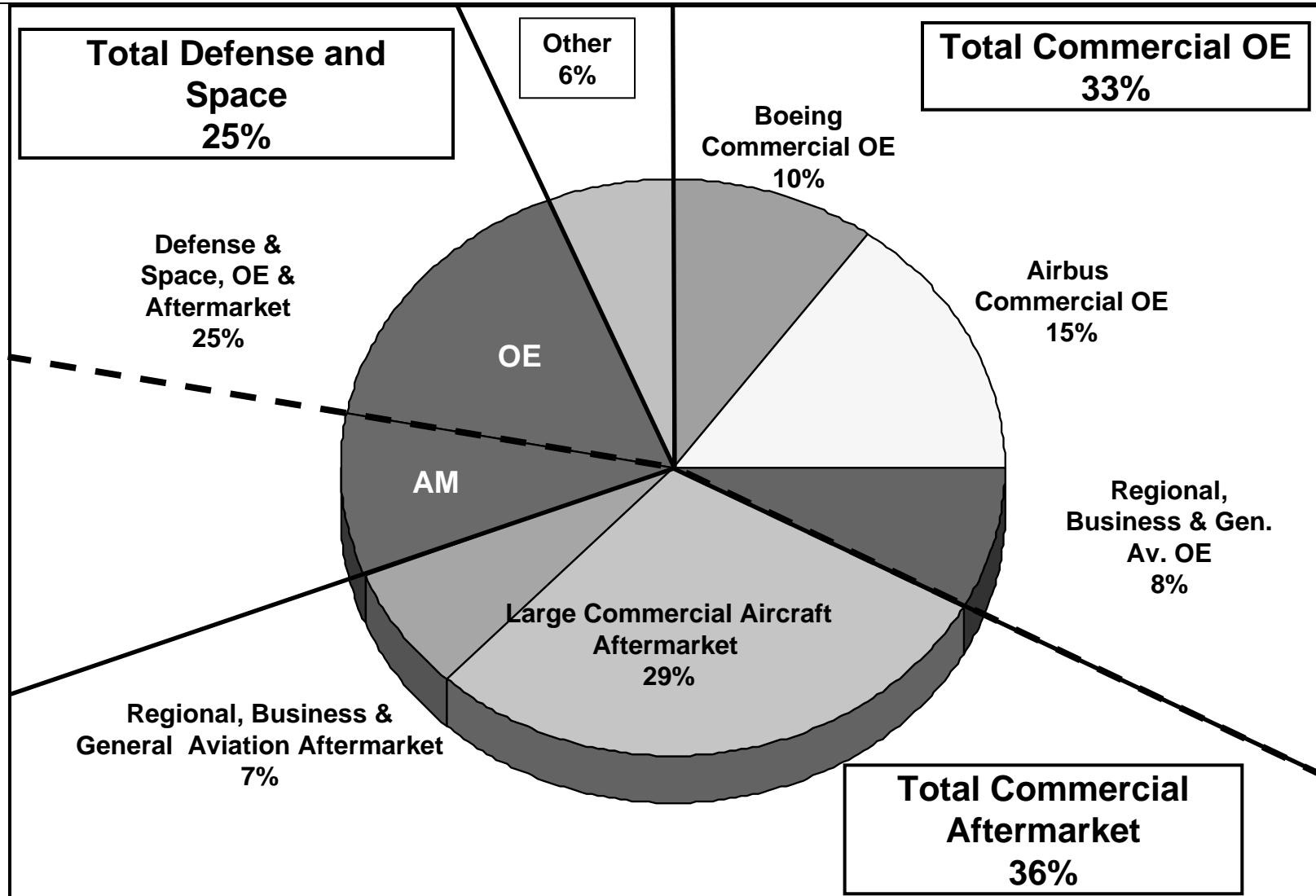


- **Cash on hand sufficient to repay all 2009 maturities of long-term debt and borrowings under the committed revolver**
- **No other material long-term debt due until 2012**
- **Strong corporate bond ratings**
 - **S&P BBB+ Stable**
 - **Moody's Baa2 Stable**
 - **Fitch BBB+ Stable**
- **Excellent Net Debt/EBITDA ratio**
 - **Approximately 1.0, based on Consensus 2008 EBITDA estimates**



First Nine Months 2008 Sales by Market Channel

Total Sales \$5.367 Billion



Balanced business mix; aftermarket represents 45% of total sales



2008 and 2009 Sales Expectations By Market Channel

Full Year 2007 Sales Mix	Market	2007 Goodrich Actual Growth	2008 Goodrich Expected Growth	2009 Goodrich Expected Growth
10% <u>15%</u> 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%



2009 Outlook P&L Summary

	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 - \$325M	\$275 - \$300M	\$25 - (\$25)M
Effective Tax Rate	~32% - 33%	~33%	N/A

Expect Continued Sales and EPS growth in 2009



Commercial Aerospace Environment

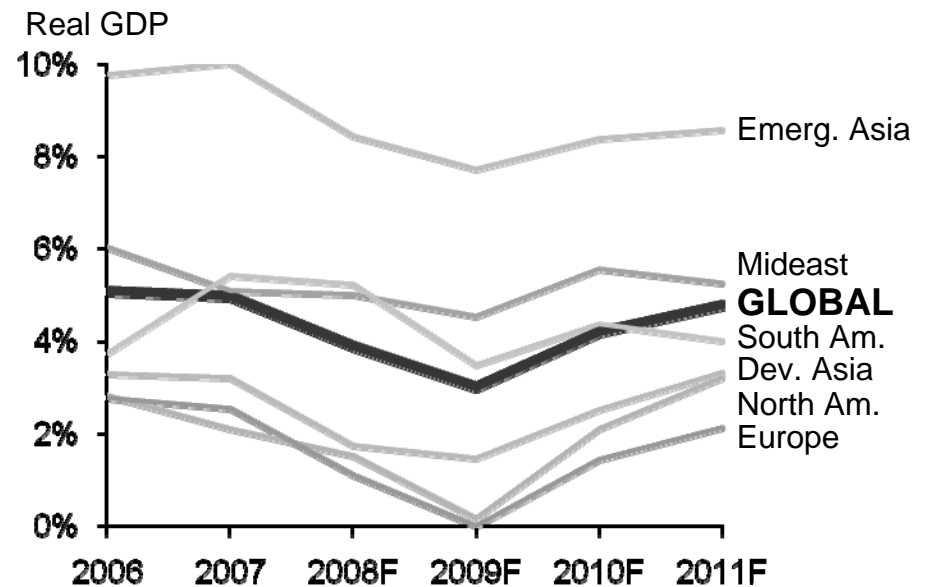
Fuel Price and GDP Growth Historical and Forecast

Oil Price (2003 to Oct. 15, 2008)



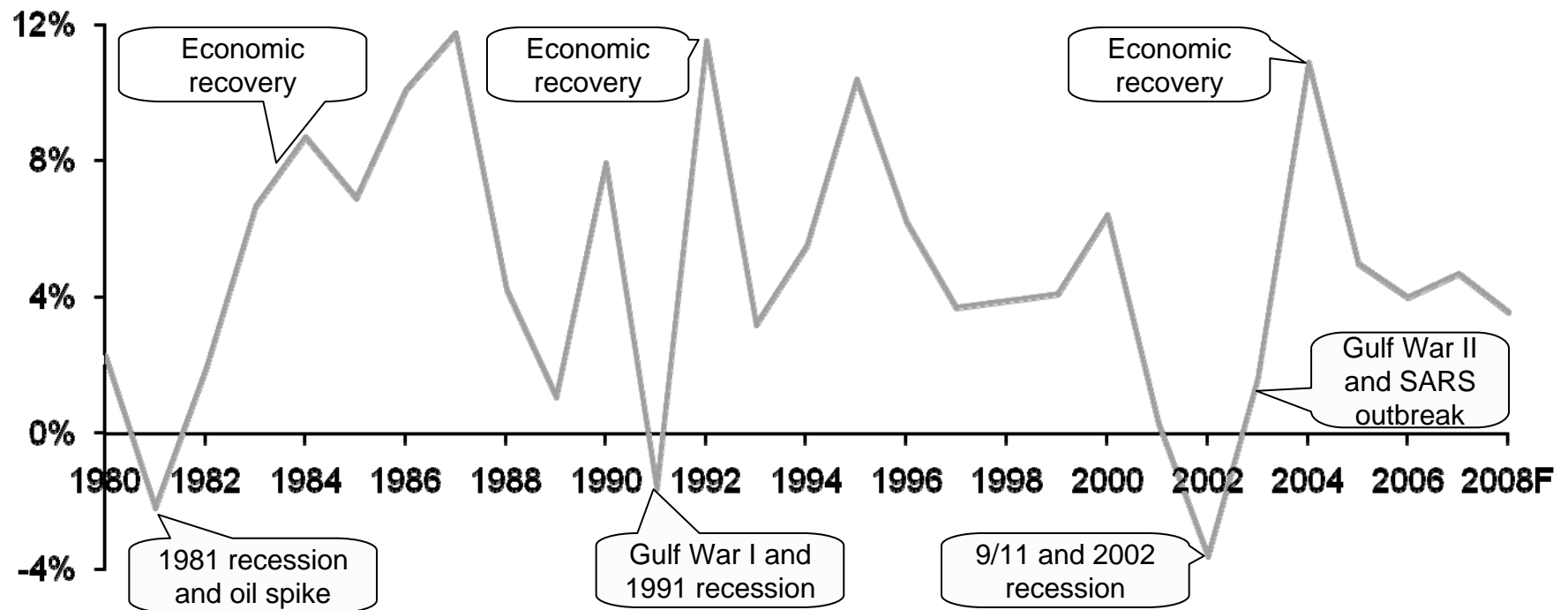
- Oil prices increased up to four-fold since 2003 but have since retreated
- This spike contributed to airline operating costs rising by ~25%¹
- A weaker dollar has provided temporary relief to non-US carriers

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

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

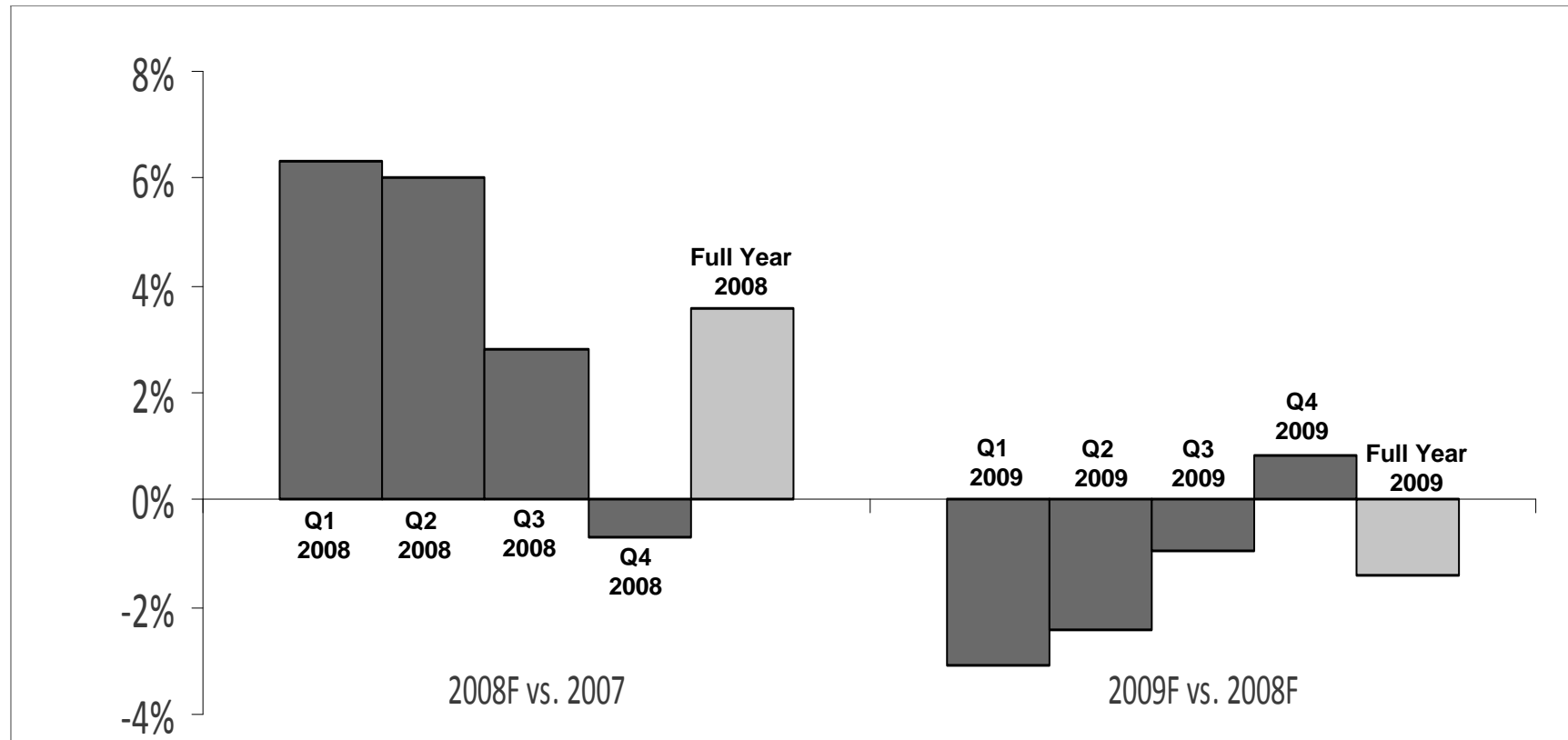


- Airline capacity is highly correlated with economic growth
- Global capacity has grown an average 4-5% over the past 30 years
- During that period, global capacity has only contracted three times – a slight decline during the 1981 & 1991 recessions and a larger decline after 9/11
- Periods of contraction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

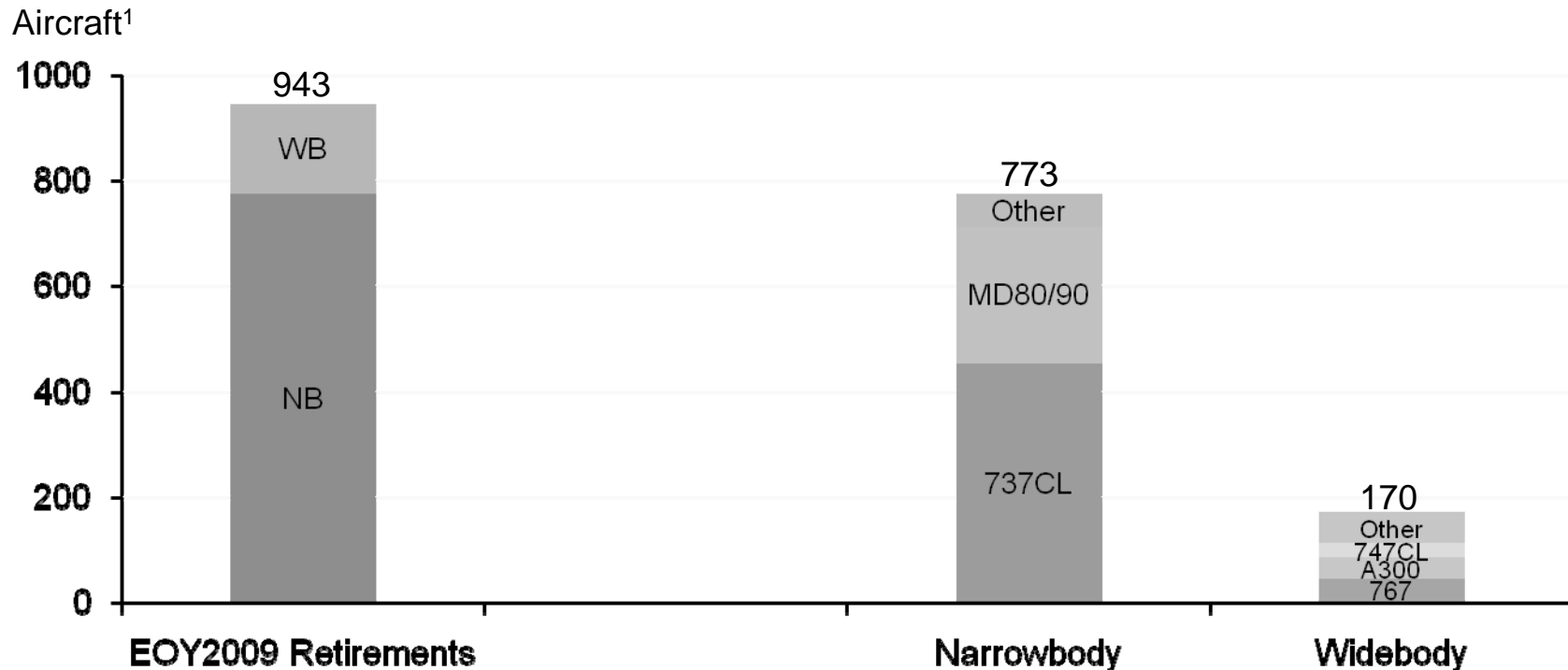
Note: ¹US market used as proxy for world 1980-1990; global data used for 1991-2008

Source: Seabury Aerospace, Airline Monitor

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



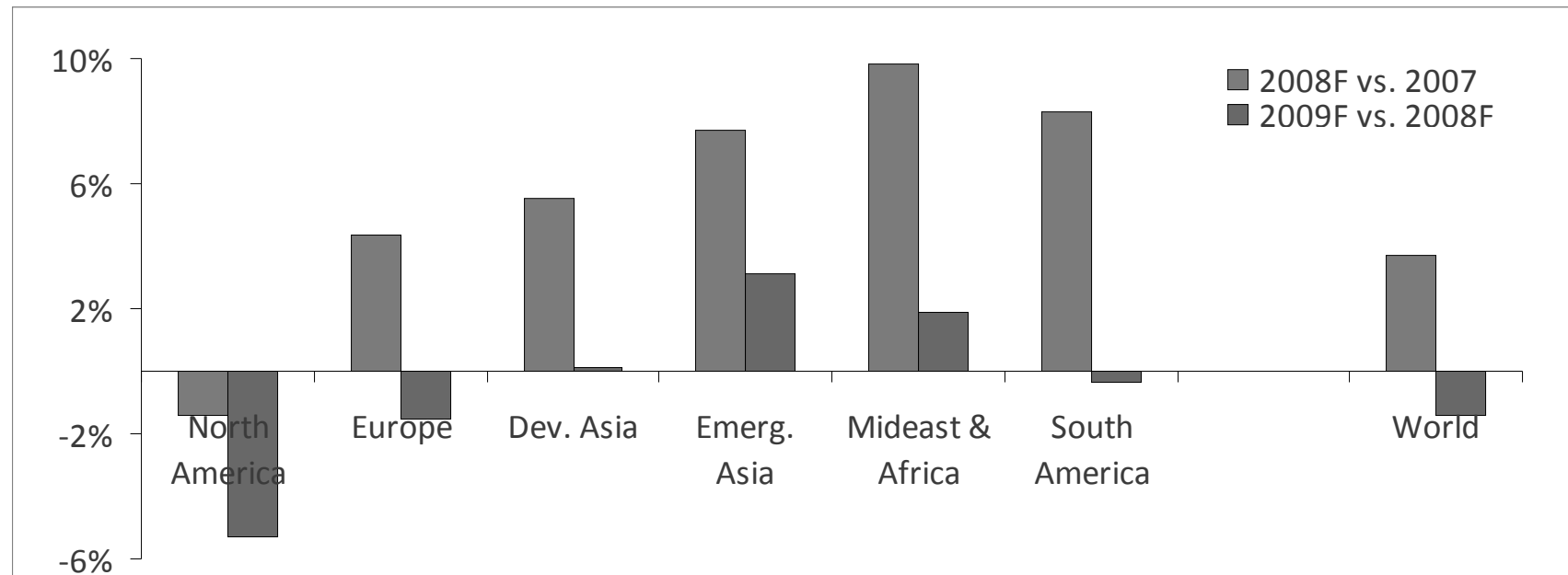
- As a result, airlines continue to ground aircraft
- Almost all announced and implemented capacity cuts have been old-gen aircraft
- MD80/90, DC9, and 737-300 aircraft continue to be attractive to replace at lower oil prices
- Despite the decline in oil prices, airlines have reaffirmed many of their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

¹Expected 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

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



% of total capacity¹

31%

25%

15%

15%

10%

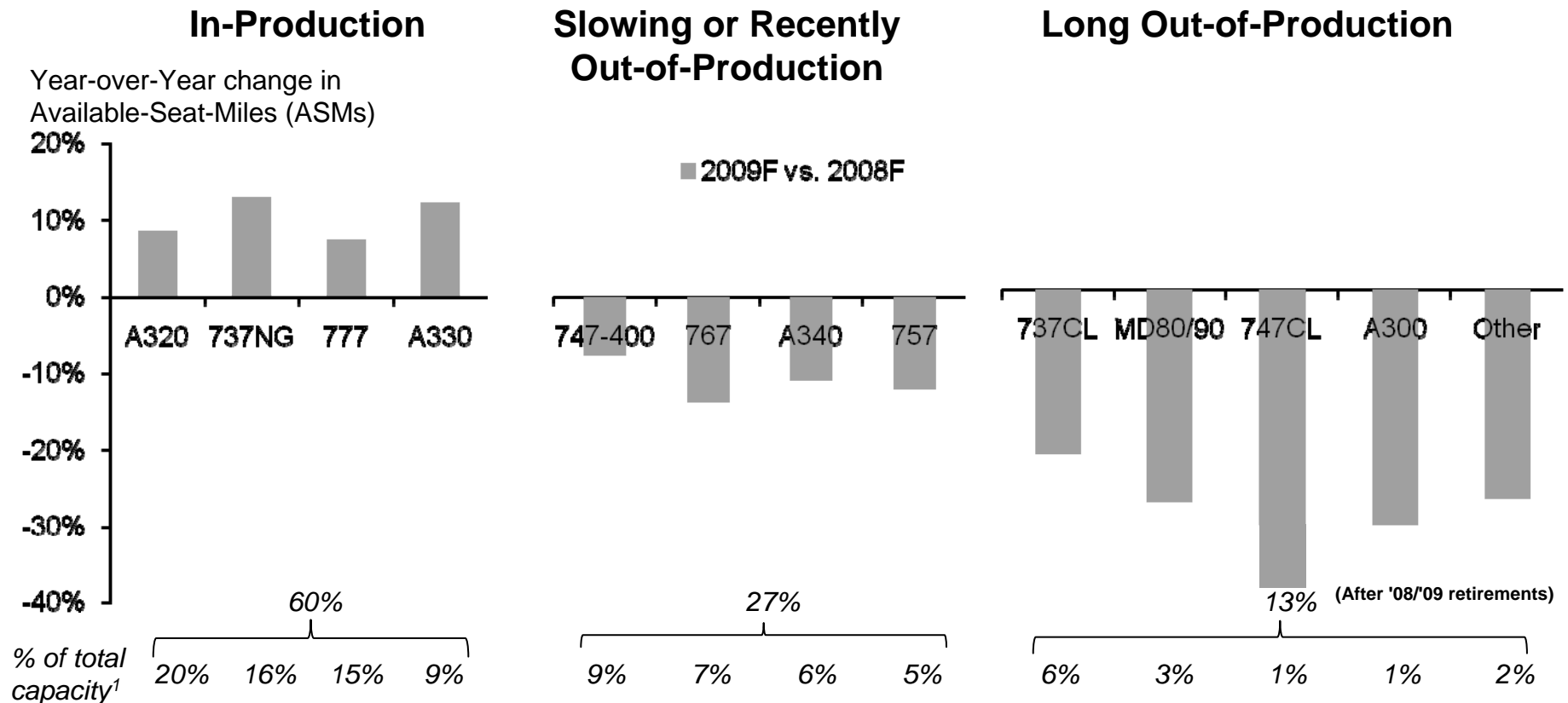
4%

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



Large Commercial Aircraft Estimated Capacity Growth from 2008 to 2009



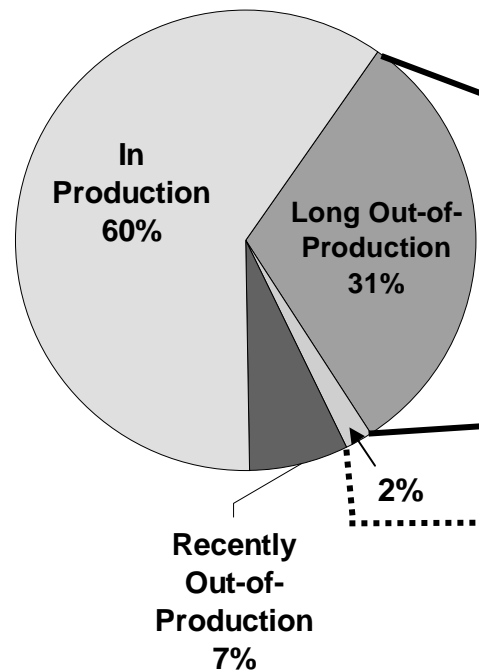
- In-production aircraft are not targeted for grounding to achieve desired capacity cuts
- In-production aircraft utilization rates have not dropped and are unlikely to fall
- 2009 production rates have only been slightly adjusted by OEMs²
- Therefore, in-production ASMs are expected to continue to grow and gain share of global capacity

Note: Scheduled passenger capacity excluding regional jets; ¹Based on 2009 daily average excluding A380 and 787 which remain small share;

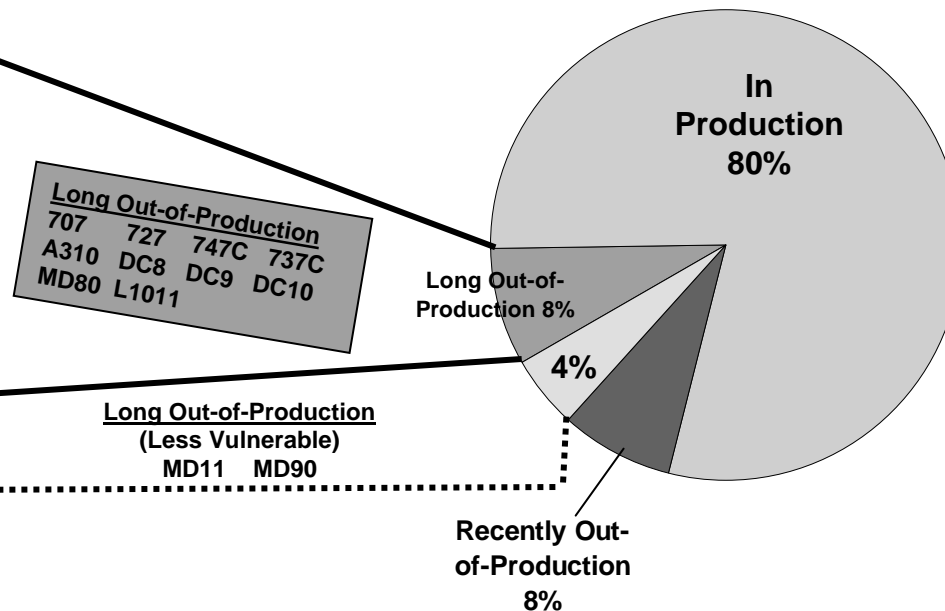
²Excludes impact of continued Boeing strike

Source: Seabury Aerospace

In Service Fleet Demographics (1/1/08)



Goodrich Aftermarket Sales Distribution (Est. 2008)

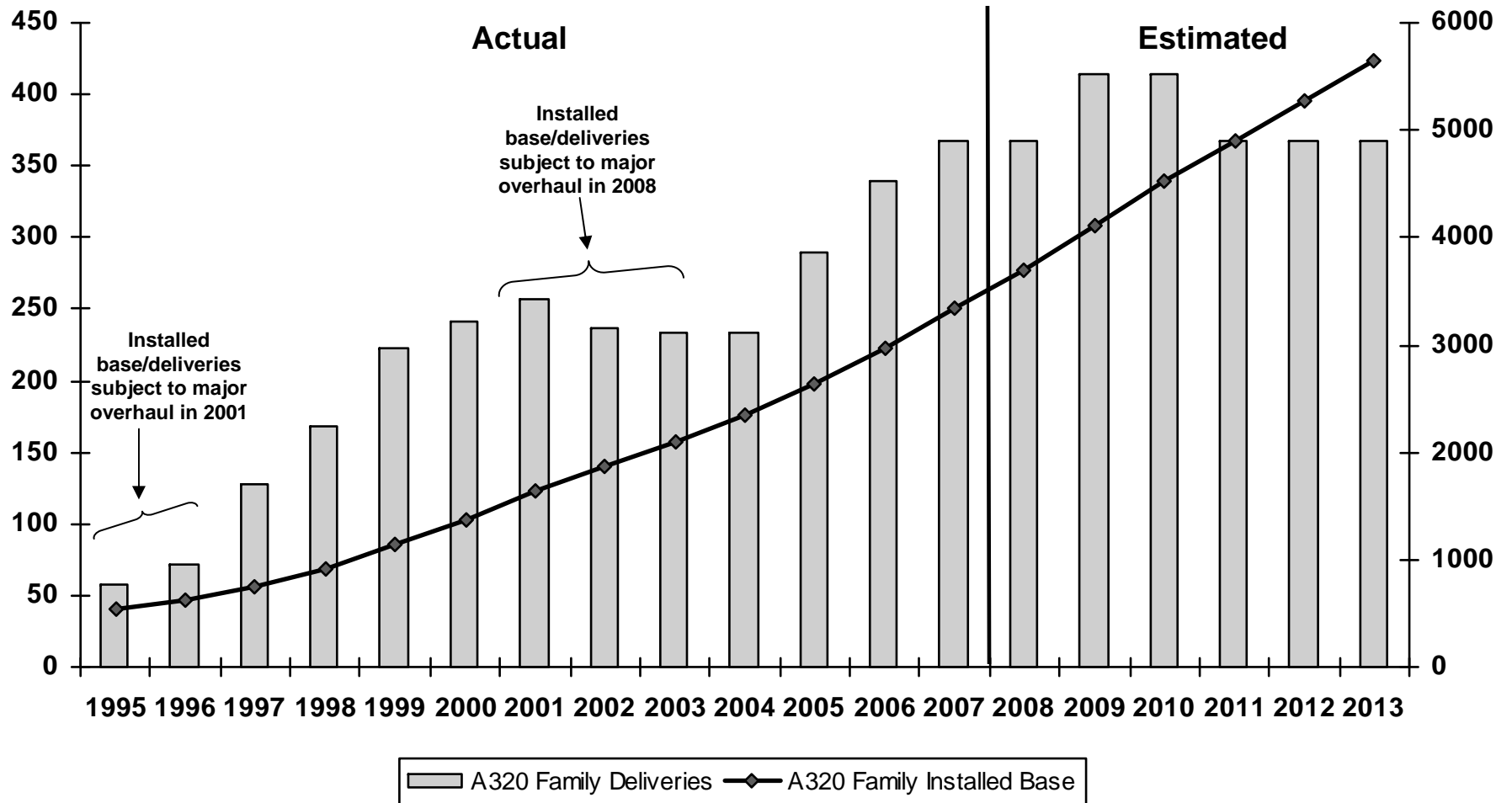


Goodrich currently expects commercial aftermarket sales to grow 4 – 7 percent in 2009, compared to 2008

A320 Deliveries and Installed Base

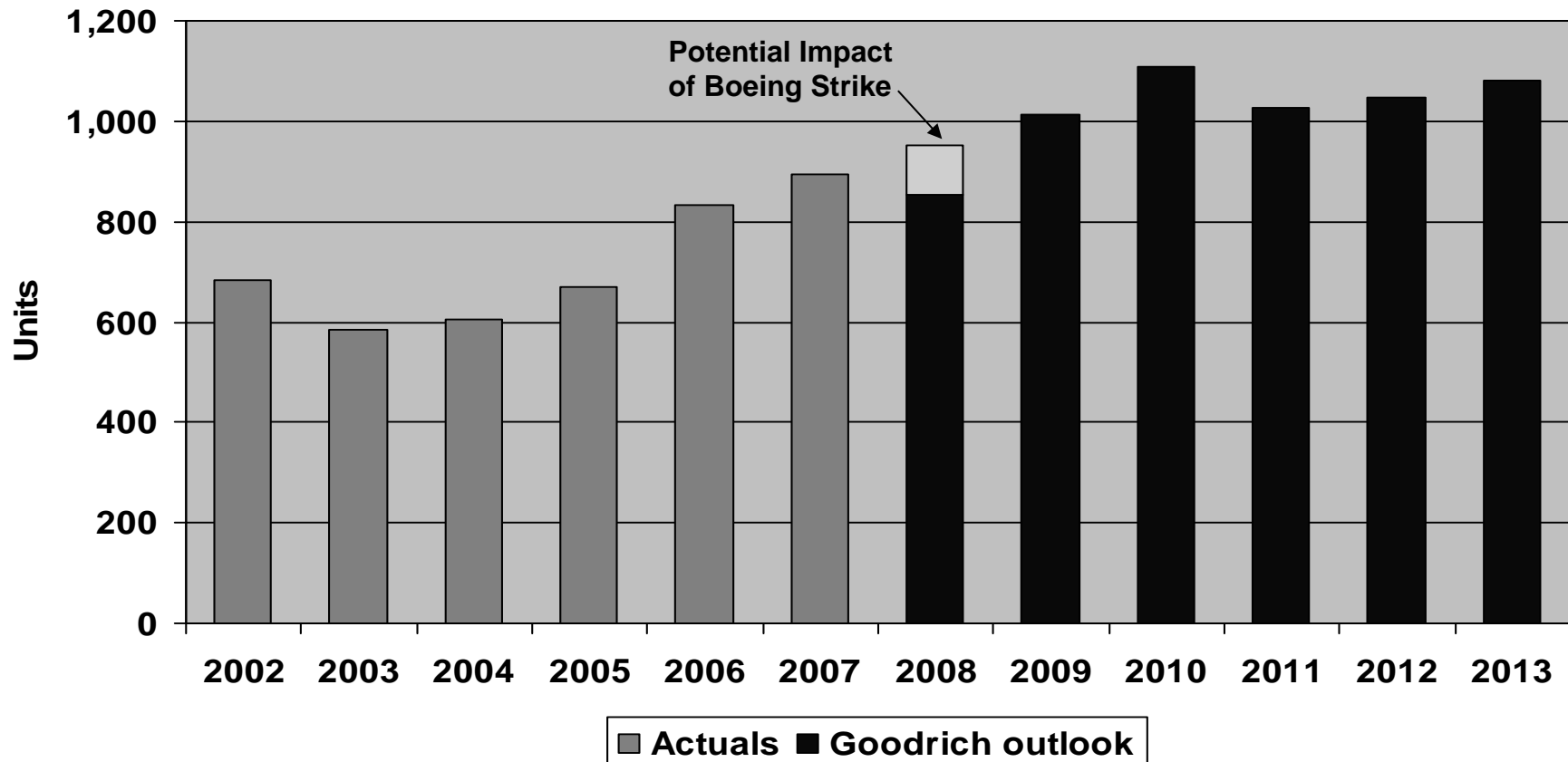
Delivered Units

Installed Base



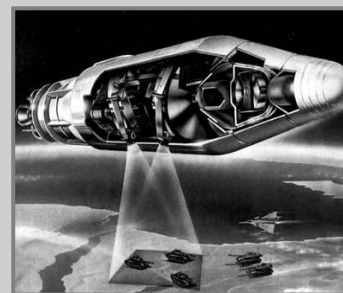
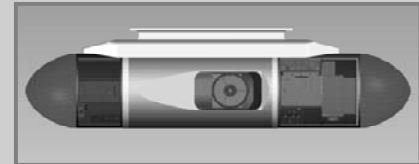
**2002 – 2003 aftermarket sales based on installed base as of 1995,
2008 and on sales based on deliveries and installed base in 2001 and beyond**

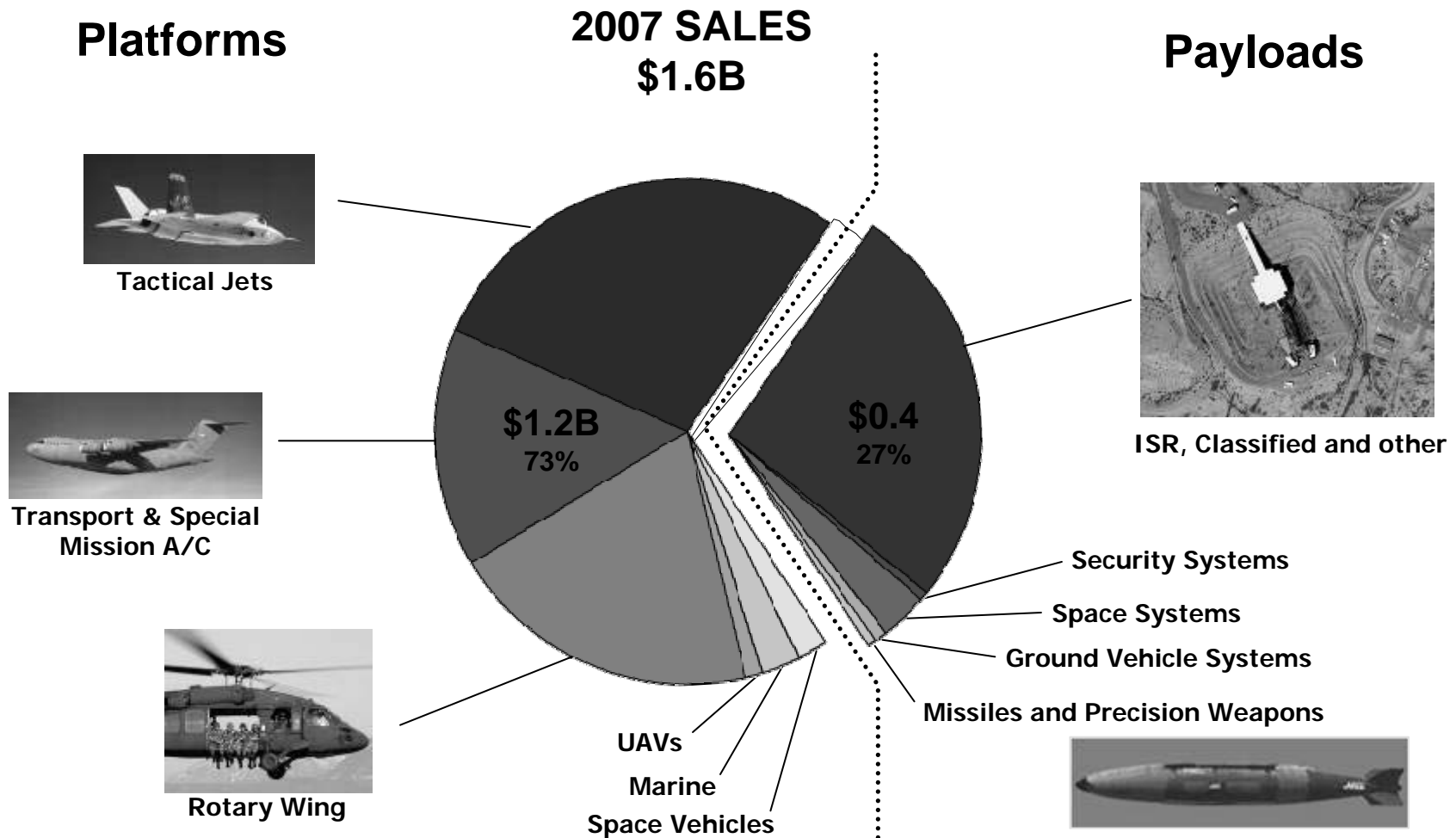
Large Commercial Airplane Delivery Forecast



- 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)

- **Focused pursuit of Military Market is key to our Balanced Growth Strategy**
- **We have significant opportunities for growth within a flat Military spending environment**
- **Spending in Goodrich related accounts is robust**
 - **ISR Investment**
 - **Helicopters**
 - **Aftermarket**





- Excellent balance among platform types and payloads
- Not dependent on any one platform or program

- **Leadership positions and growing market share**
 - Leads to sustainable growth in high margin aftermarket
- **Above market organic growth in sales**
 - Original equipment - increased share on new programs
 - Aftermarket – growing content, worldwide MRO footprint
 - Military – F-35 (JSF), ISR and helicopter platforms
- **Aftermarket sales expected to continue to grow faster than market metric due to favorable platform positions**
- **Cash flow improving and expected to be robust over the cycle**
- **Demonstrated ability to execute**

Goodrich is uniquely positioned for sales, earnings and cash flow growth