GOODRICH

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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: the extent to which the Company is successful in integrating Aeronautical Systems in a manner and a timeframe that achieves expected cost synergies and operating synergies; demand for and market acceptance of new and existing products, such as the Airbus A380, the Joint Strike Fighter, the Boeing 7E7, the Embraer 190 and the Boeing 717; and other factors discussed in the Company's filings with the Securities and Exchange Commission, including in the Company's Annual Report on Form 10-K for the year ended December 31, 2003.

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.

Agenda

- **Company Overview and 1st Half 2004 Results**
- **Segment Performance and Prospects**
- **Market Summary and Outlook**
- **Goodrich Key Initiatives**

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Company Overview - Goodrich

- One of the largest worldwide aerospace suppliers
- Broadest portfolio of products in industry
- Proprietary, flight critical products
- Operating history of over 130 years with recent repositioning as focused aerospace supplier
- More than 20,000 employees in facilities throughout the world

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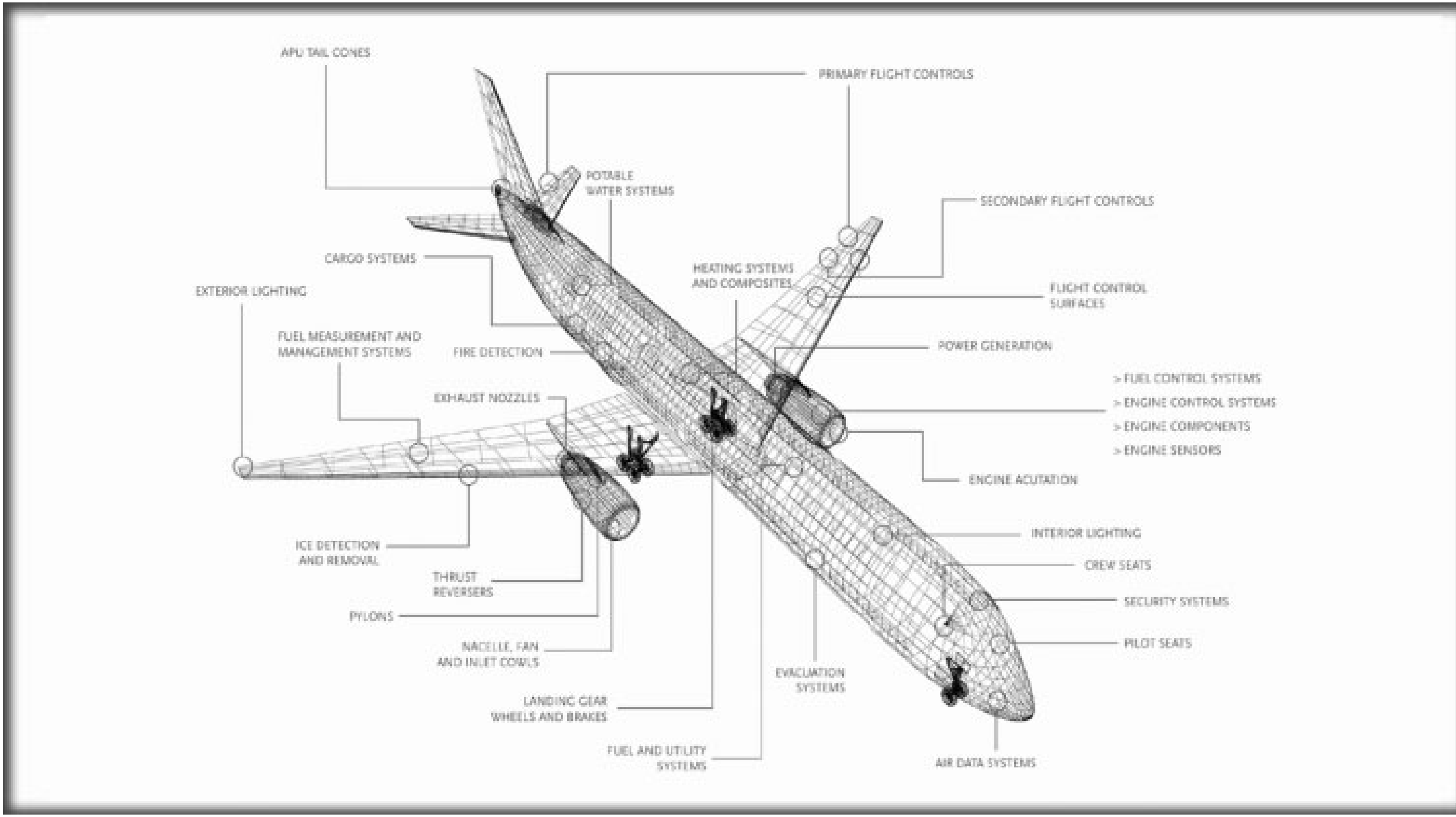
Goodrich – A Global Franchise



Goodrich Today

Aerospace Focus - Leadership Positions - Global Presence - Broad Systems Capability - Highly Engineered Products

	UTC	SNECMA	HON	Goodrich
2003 Aerospace Sales	$13.2B	$7B	$8.8B	$4.4B
Nacelles				
Engines				
Power Generation				
Sensors				
APUs				
Avionics				
Electronic Controls				
Flight Ctrl/Actuation				
Environmental Controls				
Landing Gear				
Lighting				
Wheel/Brakes				
Evacuation Systems				
Cargo Systems				
Space Systems				

Goodrich has the broadest portfolio of system leadership positions; with approximately 85% of sales in markets with #1 or #2 positions world-wide

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Recent Significant Developments

- **Improved second quarter results from operations**
- **Continue to use cash to pay down debt**
  - **Redemption of $60 million of Airport Revenue Bonds completed on August 1, 2004**
- **New program wins**
  - **7E7 Dreamliner – Proximity Sensing System**
  - **F/A-18 E/F – Landing gear for follow-on order through Boeing**
  - **F-35 Joint Strike Fighter – Ice detection system**
  - **A380 – Post shipment final assembly and engine build-up for the Engine Alliance GP7200 engine**
  - **Comprehensive aftermarket support – Wheels, carbon brakes and overhaul services for Independence Air' fleet of Airbus A319 aircraft; nacelle system support for AirTran fleet of Boeing 717 and 737 aircraft**
- **Commercial aftermarket and military and space sales continue to improve**
- **Implemented FASB Staff Position 106-2 "Accounting and Disclosure Requirements Related to the Medicare Prescription Drug, Improvement and Modernization Act of 2003"**
- **2004 Outlook – Fully diluted EPS range increased to $1.30 - $1.40, sales expectations increased to $4.70 - $4.75 billion**

Good balance of improved operational performance and future growth opportunities

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First Half 2004 – Financial Summary

(Dollars in Millions, excluding EPS)	First Half 2004	First Half 2003	Change
Sales	**$2,296**	**$2,189**	**5%**
Segment operating income	**$245**	**$100**	**146%**
- % of Sales	**10.7%**	**4.5%**	**+6.2%**
Income (Loss) **- Continuing operations** **- Net income**	 **$69** **$86**	 **($18)** **$44**	 **NM** **95%**
Diluted EPS **- Continuing operations** **- Net income**	 **$0.58** **$0.71**	 **($0.15)** **$0.37**	 **NM** **92%**

1st Half 2004
Financial Change Analysis

	(Dollars in Millions)		
Item	Sales	After-tax Income from Continuing Operations	Diluted EPS
First Half 2003 –from Continuing Operations	$2,189	($18)	($0.15)
▪ Increased overall volume, change in share count, other	$65	$30	$0.25
▪ Foreign Exchange Sales and Income Impacts	$42	($10)	($0.09)
▪ Lower facility closure and headcount reduction and asset impairment charges		$80	$0.68
▪ Stock-based compensation expensing		($4)	($0.03)
▪ P & L Headwind (Incentive Comp, Liability Insurance, Tax Litigation, Retiree Medical)		($9)	($0.08)
First Half 2004 –from Continuing Operations	$2,296	$69	$0.58

Operating performance clouded by FX, other issues, G&A

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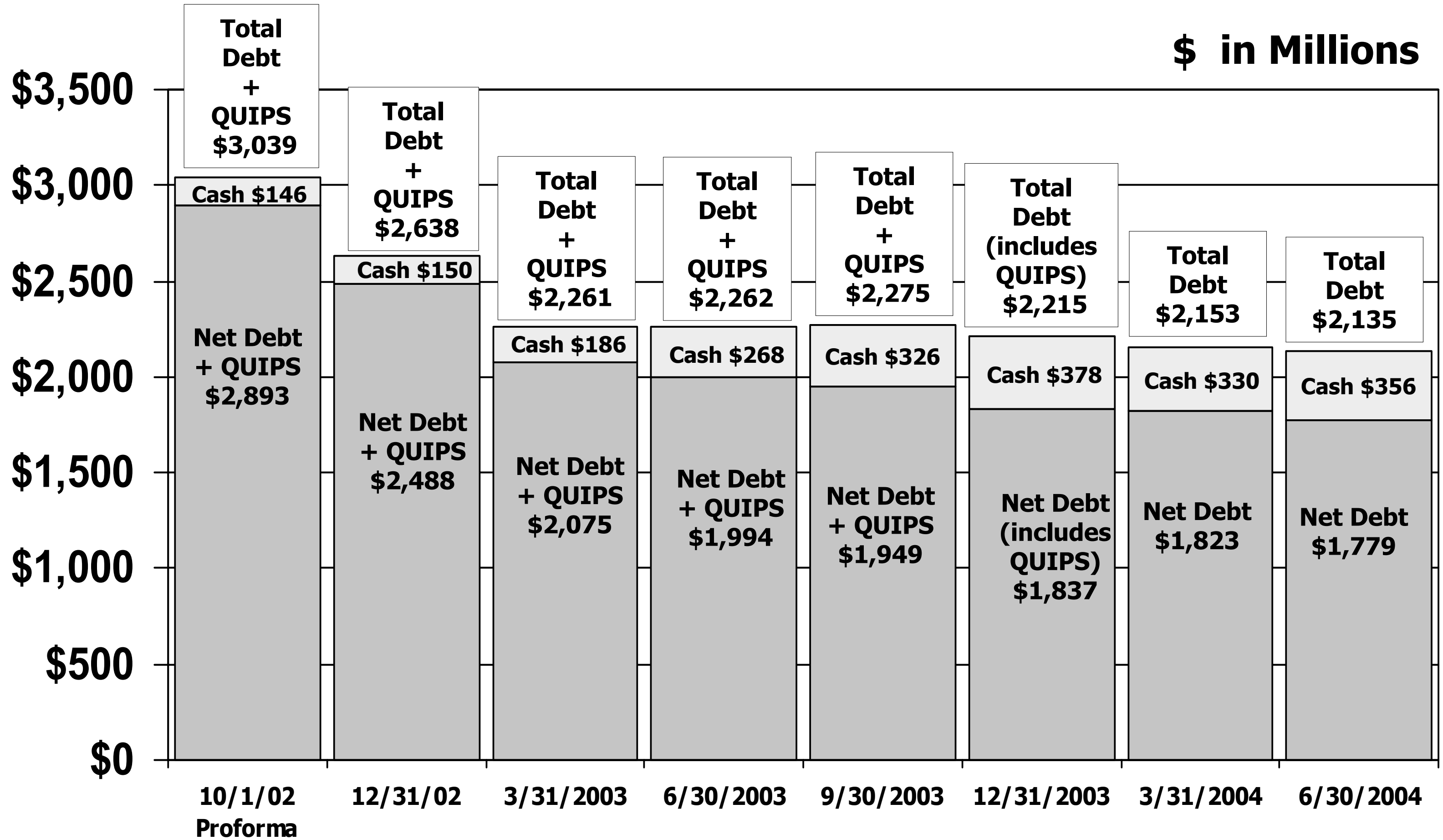
Summary Cash Flow Information

Item (Dollars in Millions)	1st Half 2004	1st Half 2003
Net income from continuing operations	$69	($18)
Net restructuring and consolidation, asset impairments	($10)	$103
Depreciation and Amortization	$111	$109
Working Capital – (increase)/decrease – defined as the sum of A/R, Inventory and A/P	($89)	($22)
Deferred income taxes and income taxes payable	$7	$34
Accrued expenses, other current assets and other non-current assets and liabilities	$42	$5
Cash Flow from Operations	$130	$211
Cash Payments for Restructuring	($15)	($21)
Capital Expenditures	($51)	($47)
Pension Contributions	($41)	($36)

- **Major Variances – 1st half 2004 compared to 1st half 2003:**
  - **Increase in pension plan contributions**
  - **Increase in working capital – primarily due to:**
    - **Increased non-product inventory for new product development**
    - **Increased product inventory to support increased sales**
  - **First half 2003 tax refund not repeated in first half 2004**

Debt Retirement Progress Since Acquisition of Aeronautical Systems



Total debt + QUIPS reduced $904M or 30%; Net debt + QUIPS reduced $1,114M or 39%

Note: See page 36 for definitions of Total Debt and Net Debt and a detailed calculation of these measures as of the dates indicated.

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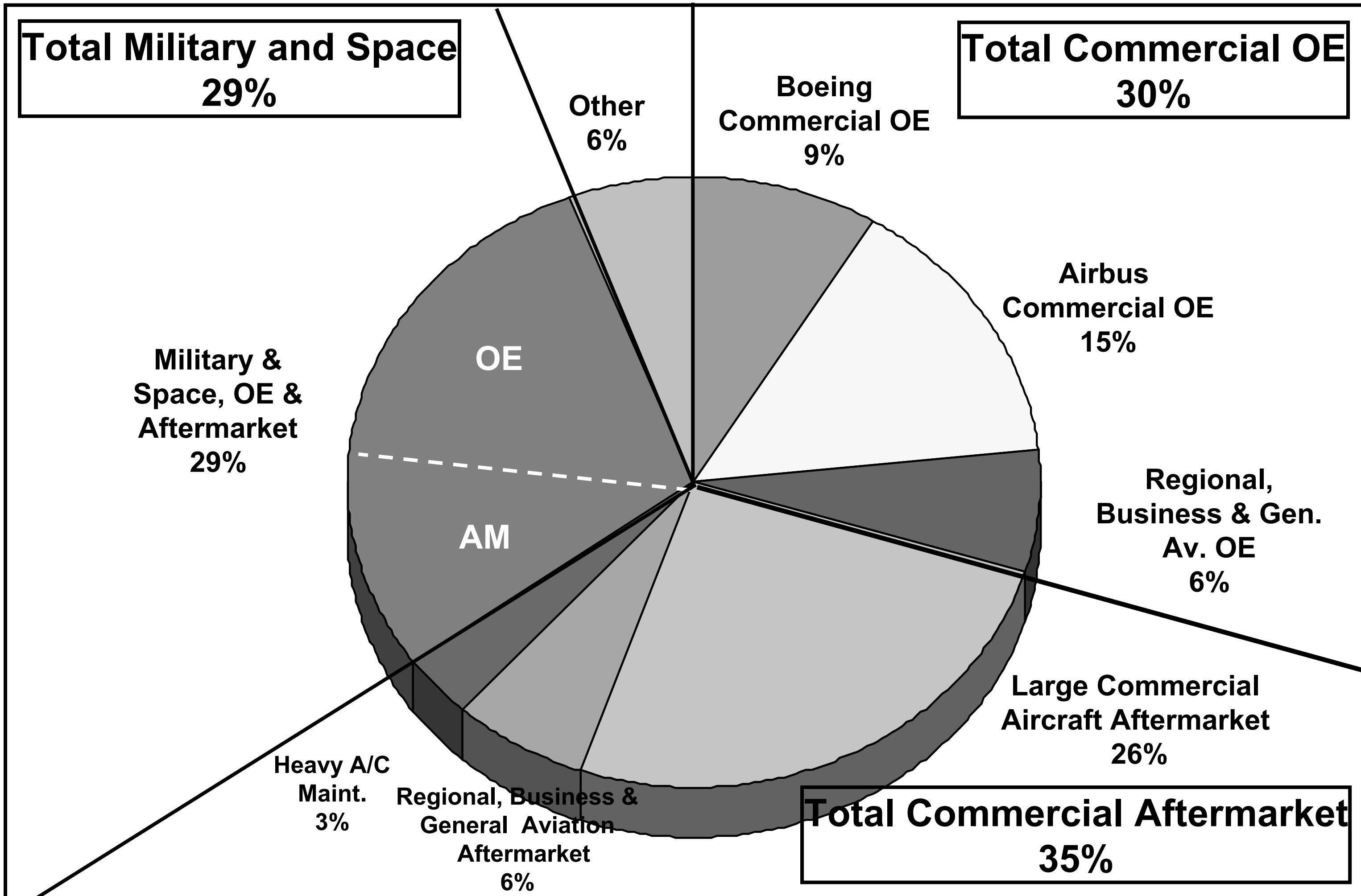
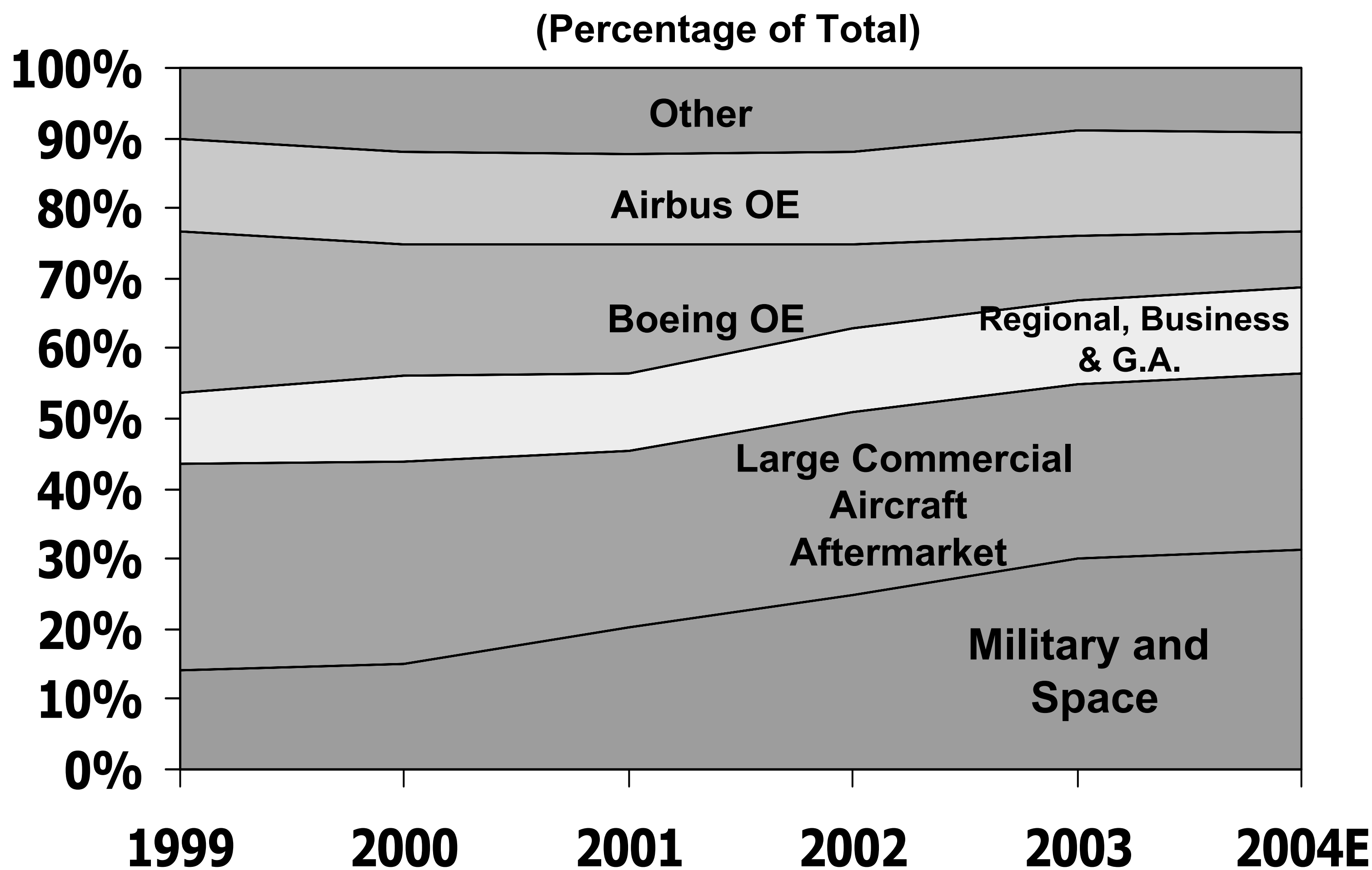
1st Half 2004 Sales by Market Channel
Total Sales $2,296M



Balanced business mix among three major market channels

Sales by Market Channel – 1999 – 2004E



Significantly decreased dependence on Commercial OE

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Organization Aligned with Customers and Markets

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2003 - $4.4B

Airframe Segment $1.6 B	Engine Segment $1.7 B	Electronics Segment $1.1B
Landing Gear	Aerostructures	Sensors
Wheels & Brakes	Turbine Fuel Technologies	Fuel and Utility
Actuation	Engine Controls	Optical and Space
Airframe Technical Service	Cargo	Lighting
EPP	Turbo Machinery Products	De-Icing
	Customer Services	Power
		Interior Products
		Propulsion Products

Airframe Systems Segment

Actuation Systems

Aircraft Wheels & Brakes

Landing Gear

	2003*	1st Half 2004
Sales	$1,564M	$ 806M
OI	$ 79M	$ 46M
% OI/Sales	5.1%	5.8%

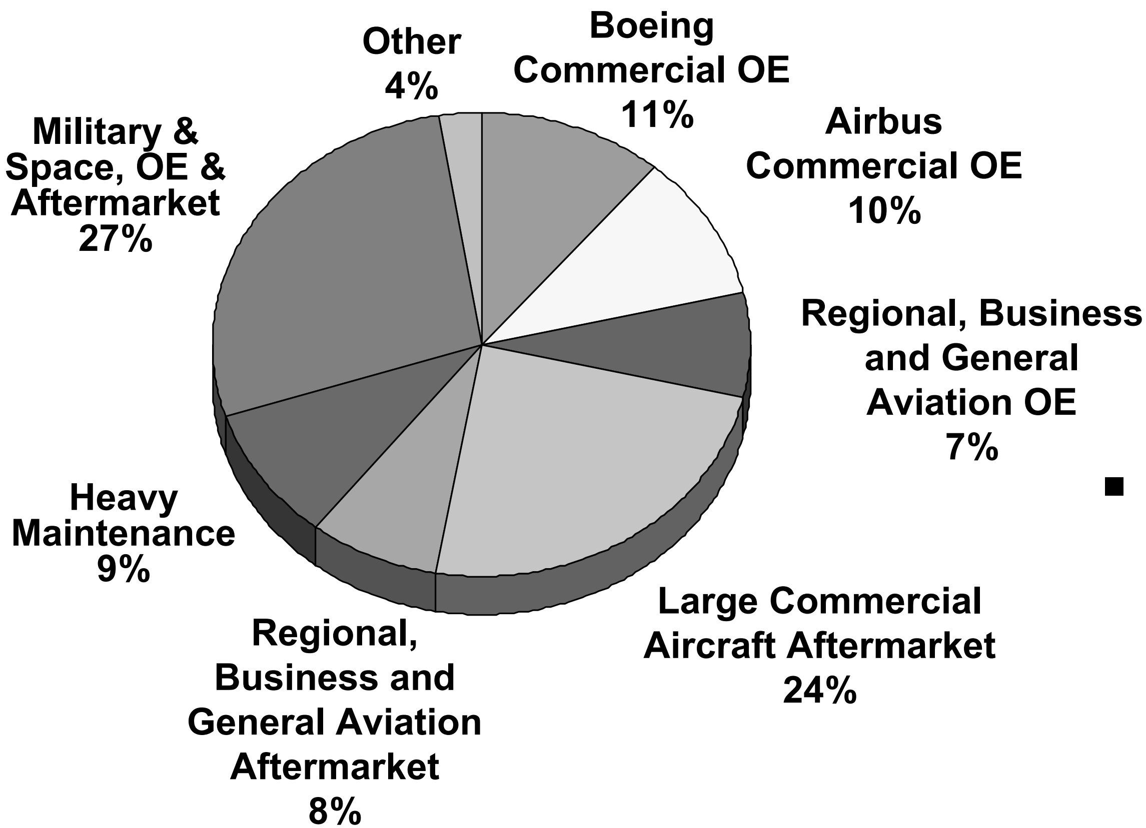
Engineered Polymer Products

Aviation Technical Services

*** 2003 results restated to reflect realignment of Customer Services business**

Airframe Systems Segment

Sales by Market Channel
(First Half 2004)



- **Good Balance**
  - **OE to Aftermarket**
  - **Airbus & Boeing**
  - **Commercial & Military**
- **Margins Depressed by:**
  - **Heavy Maintenance**
  - **Actuation**

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Engine Systems Segment

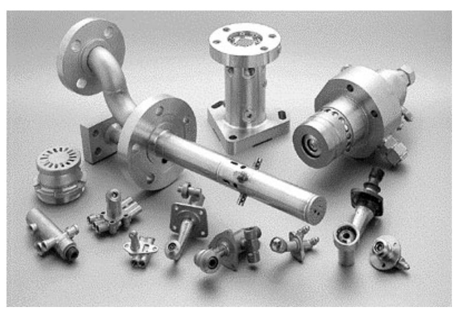
Engine Controls

	2003*	1st Half 2004
Sales	$1,715M	$ 948M
OI	$ 97M	$ 144M
% OI/Sales	5.7%	15.2%

Aerostructures

Turbo Machinery Products

Turbine Fuel Technologies



Cargo Systems

Consolidated Customer Services

Americas
Englewood, NJ/Monroe, NC

Europe
Birmingham, UK

Asia-Pacific
Sydney,Australia
Singapore
Xiamen, P.R.C.

* 2003 results restated to reflect realignment of Customer Services business

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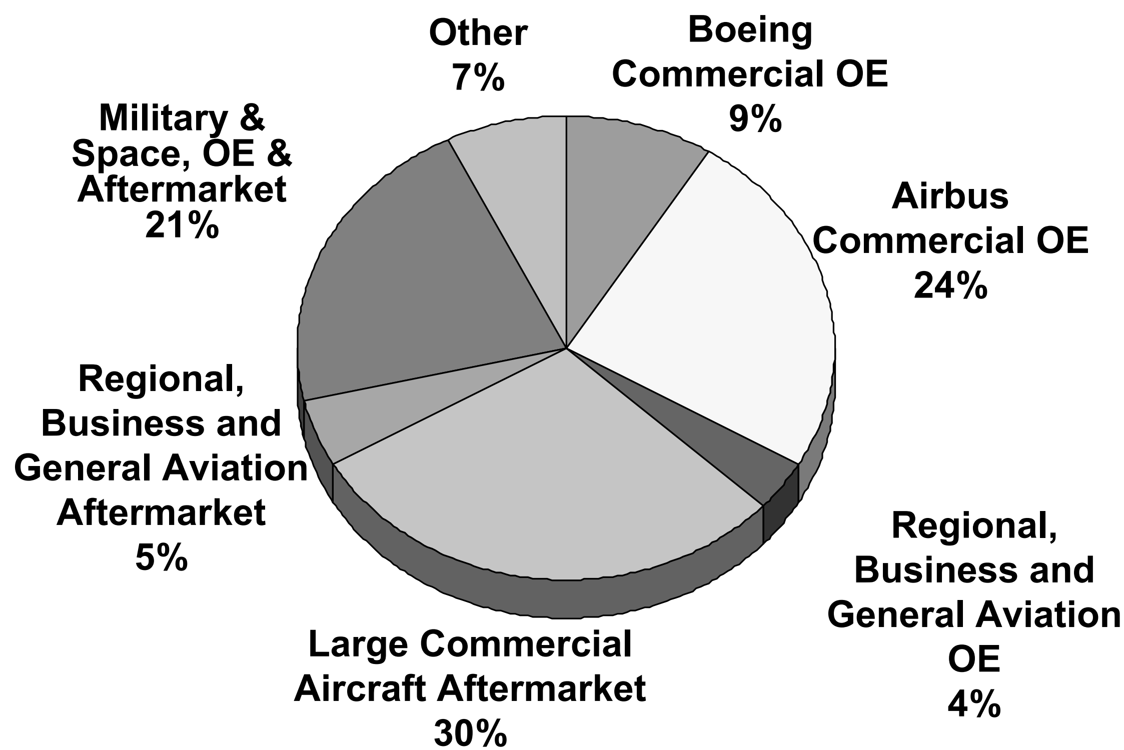
Engine Systems Segment

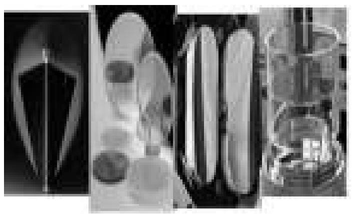
Sales by Market Channel
(First Half 2004)



- **Balanced Customer Base**
  - **Engine OE's**
  - **Boeing, Airbus**
- **Positions on Newer Airbus Aircraft, Rolls-Royce / IAE Engines**
- **Growing Aftermarket Sales**

Electronic Systems Segment

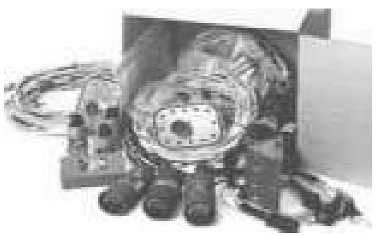
Optical & Space Systems



Sensors

Power Systems

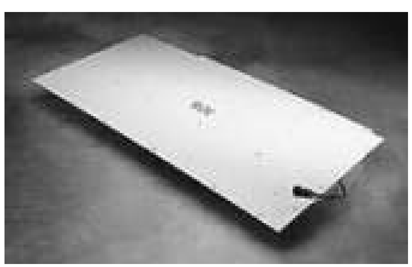
Fuel & Utility Systems



	2003*	1st Half 2004
Sales	$1,104M	$ 542M
OI	$ 140M	$ 55M
% OI/Sales	12.7%	10.1%

Interior Products

De-Icing & Specialty

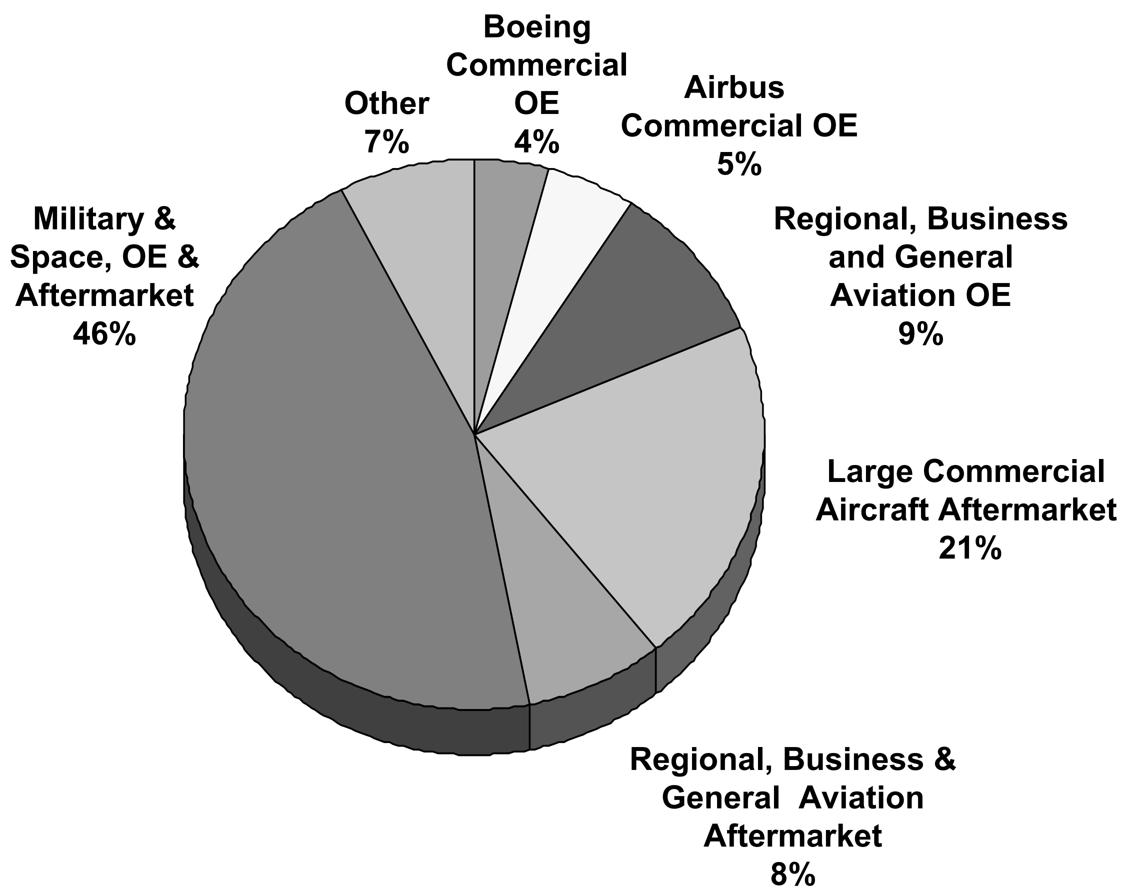


Lighting

* 2003 results restated to reflect realignment of Customer Services business

Electronic Systems Segment

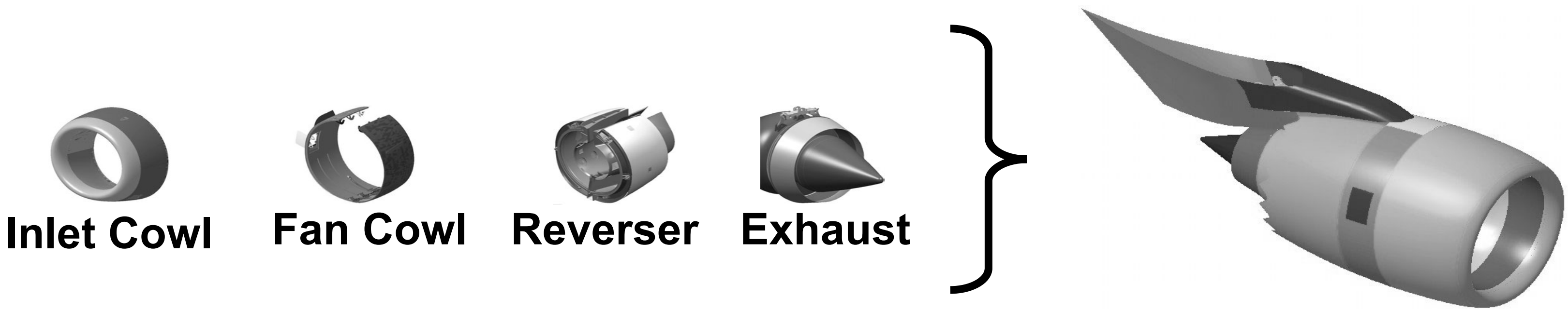
Sales by Market Channel
(First Half 2004)



- **Balanced Product Portfolio**
- **Largest Military and Space Concentration**

7E7 Dreamliner – Participation Update

- **Several significant wins**
  - **Worth slightly more than $4B over initial contract period**
- **Nacelles and thrust reversers – all engine options**



- **Fuel Quantity Indicating System/Fuel Management Software**
- **Proximity Sensing System**
- **Goodrich bidding multiple other products and systems yet to be awarded**

Current 7E7 OE content could increase significantly

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Airbus A380 & Boeing 7E7 Awards

	A380	7E7 Awarded	7E7 Open
Nacelles	Snecma	Goodrich	
Landing Gear	Goodrich	Snecma	
Power Generation/Distribution	Goodrich	UTC	
Sensors	Goodrich		
Engine Controls	UTC		
Fuel & Utility Systems		Goodrich	
Flight Ctrl/Actuation	Goodrich	MOOG	
Lighting	Goodrich		
Wheel/Brakes	Honeywell/Dunlop		
Evacuation Systems	Goodrich		
Cargo Systems	Goodrich		

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New Programs Will Add Balanced Future Growth

Commercial

A380 Program

$6 Billion+*
2005**

CF34-10 Nacelle System

$1.4 Billion+*
2005**

7E7 Dreamliner

$4+ Billion+***
2007**

Military

Joint Strike Fighter

$5 Billion+*
2006**

C-5 Re-Engine

$0.8 Billion+*
2004**

Universal Control Program

$0.5 Billion+*
2005**

***Total estimated sales over life of program**
**** Year in which significant sales are expected to begin**
***** Total estimated sales over initial contract period**

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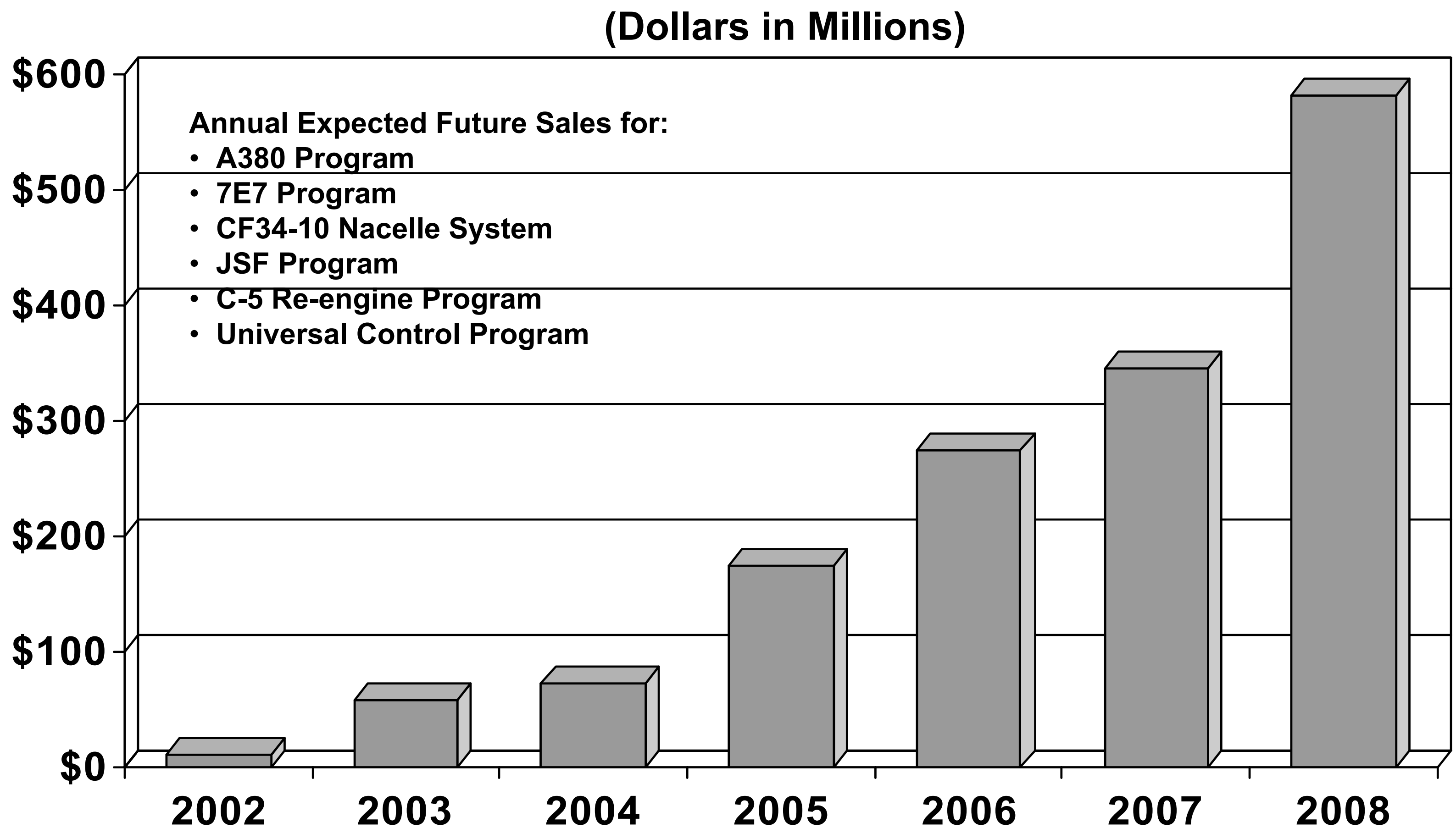
Expected Future Sales from New Programs

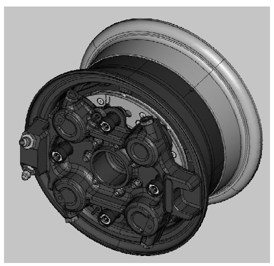


New program sales are incremental to sales growth from existing in-production platform positions

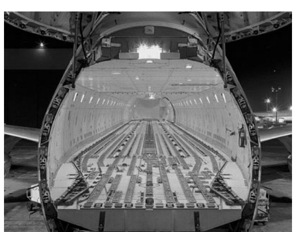
Additional New Awards Add Long-term Stability and Potential Growth

Commercial

Lighting System: Chinese Regional Jet



Wheel and Brake Systems: Russian Regional Jet, Cessna Citation Mustang

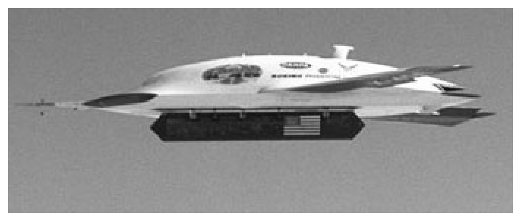


Cargo Systems: New and Retrofit Applications

Military, Homeland Defense

Electric Braking System: Global Hawk

Airborne Reconnaissance System: Poland Ministry of National Defense



Laser Altimeter – Boeing X-45 Unmanned Vehicle

Rescue Hoist – Eurocopter, V-22, Sikorsky S-92

Laser Perimeter Awareness System - Homeland Defense

Nacelle System – Japan Defense Agency C-X Cargo Aircraft

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Sales by Market Channel
2004 Change Analysis

Market Channel	Primary Market Drivers	Actual GR Change Comparisons	
		1st Half 2004 vs. 1st Half 2003	2nd Qtr 2004 vs. 1st Qtr 2004
Military and Space – OE and Aftermarket	**US, UK Defense Budgets**	**8%**	**1%**
Boeing and Airbus – OE Production	**Aircraft Deliveries**	**(2%)**	**(15%)**
Regional, Business & General Aviation - OE	**Aircraft Deliveries**	**>10%**	**4%**
Aftermarket – Large Commercial and Regional, Business and GA	**ASMs, Age, Cycles, Fleet size**	**7%**	**5% (excl. 1Q 2004 Super 727 sales)**
Heavy Airframe Maintenance	**Aircraft aging, Parked Fleet**	**(3%)**	**>10%**
Other	**Various**	**(2%)**	**8%**
Goodrich Total Sales		**5%**	**(2%)**

Expectations for Goodrich 2004 Sales

Sales by Market Channel	2003 Sales Mix	Average Expected Growth	
		2003 Actual Change*	2004 Expected Change
Military and Space – OE and Aftermarket	30%	10%	10% - 12%
Boeing and Airbus – OE Production	24%	(10%)	Up slightly
Regional, Business & General Aviation - OE	5%	(18%)	8% - 10%
Aftermarket – Large Commercial and Regional, Business and GA	32%	(3%)	Around 6%
Heavy Airframe Maintenance	3%	(27%)	Up slightly
Other	6%	(13%)	Approx. Flat
Goodrich Total Sales	$4.4B	(4%)	$4.70 - $4.75B

* Compared to 2002 pro-forma sales, including full year contribution of Aeronautical Systems, excluding discontinued operations. $3,809M as reported, plus $756M for Aeronautical Systems during first 9 months of 2002.

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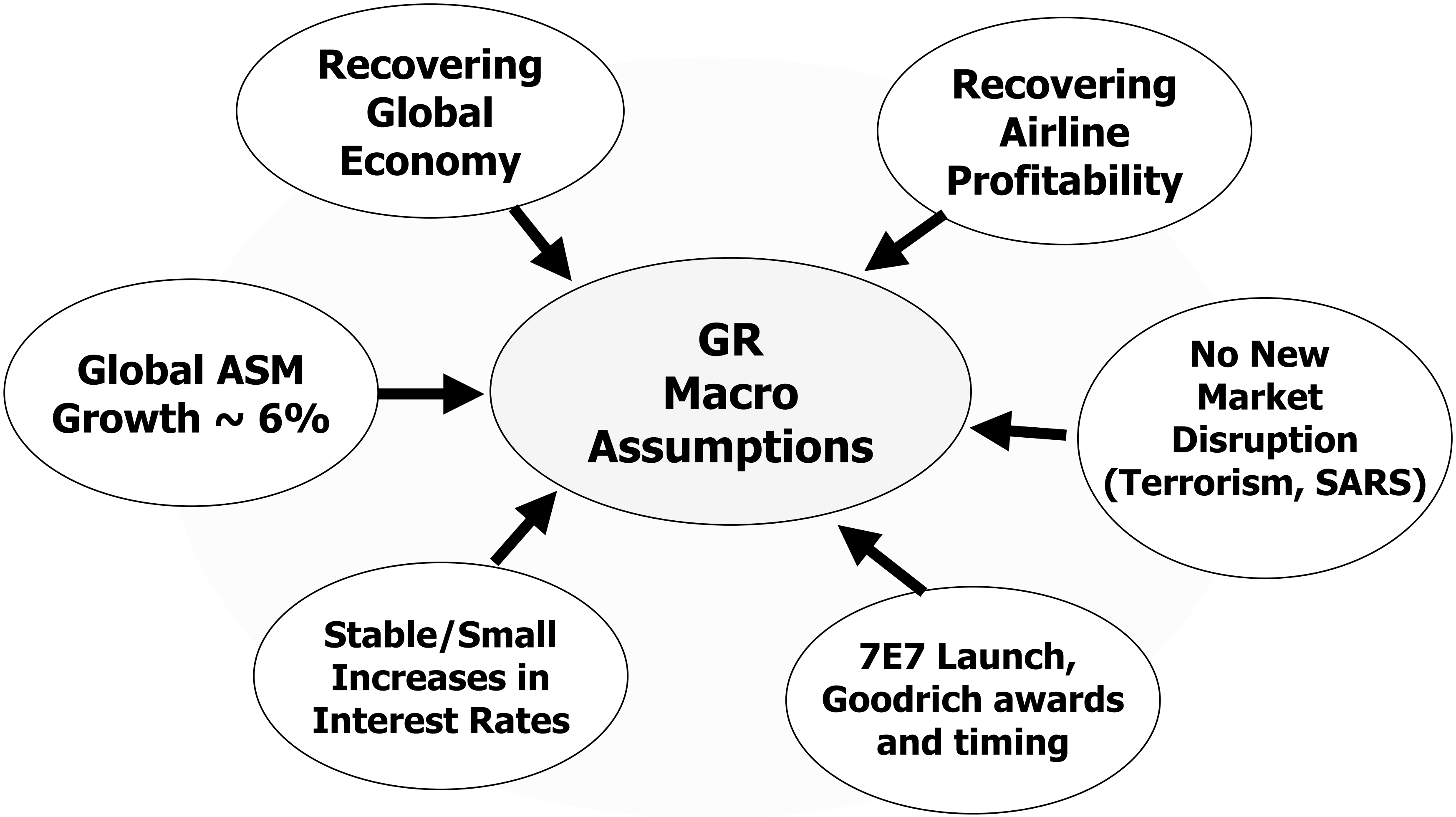
2004 Outlook Assumptions



Positive trends emerging

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Market Summary

- **Commercial aerospace OE market is at bottom but recovery projected in 2005-2006**
  - **Both Boeing and Airbus have publicly discussed higher delivery expectations for 2005, compared to 2004**
- **Regional and business jet market remains robust**
- **Low cost carriers winning market share**
- **Commercial aftermarket expected to recover close to 6 percent in 2004, higher growth in 2005 and beyond**
- **Aging Airbus and regional fleet drives growing aftermarket**
- **Military market continues to present growth opportunities**

Significant opportunity for growth over the cycle

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Goodrich Strategic Imperatives

- **Balanced Growth**
  - **Faster than the overall market**
  - **Win key positions on new aircraft (e.g. 7E7)**
  - **Migrate commercial products/technologies to military applications**
  - **Penetrate adjacent markets**
- **Leverage the Enterprise**
  - **Resource allocation**
  - **Technology/Innovation**
  - **Enterprise-wide initiatives**
  - **Customer alignment/focus**
- **Operational Excellence**
  - **Integrate Aeronautical Systems**
  - **Lean manufacturing/Six Sigma**
  - **Make/Buy analysis**

Successful implementation will enable Goodrich to compete/win in all business environments

What Investors Should Expect from Goodrich

- Continued commitment to integrity
- No significant acquisitions
- Focused on the business
  - "Blocking and Tackling"
    - Cash flow
    - Margin improvement
    - Aeronautical Systems integration
    - Working capital management
  - New product development
    - Continue investing in new products and systems
- Reduce leverage to target levels
- Transparency of financial results and disclosure
- Accountable to all stakeholders

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Questions and Answers

Supplemental Information

Goodrich Corporation
Reconcilliation of Debt Retirement to GAAP Financial Measures

	9/30/2002	Adjustments to get to Pro-forma*: Pre-positioned Cash	Adjustments to get to Pro-forma*: Bridge Loan	Pro-forma 10/1/2002	12/31/2002	3/31/2003	6/30/2003	9/30/2003	12/31/2003	3/31/2004	06/30/04
Elements of Total Debt											
Short-term bank debt	$ 284.0	$ (200.0)	$ 1,500.0	$ 1,584.0	$ 379.2	$ -	$ -	$ -	$ 2.7	$ 2.7	$ 2.0
Current maturities of long-term debt and capital lease obligations	$ 3.5	$ -	$ -	$ 3.5	$ 3.9	$ 3.6	$ 3.5	$ 4.3	$ 75.6	$ 9.6	$ 63.4
Long-term debt and capital lease obligations	$ 1,326.5	$ -	$ -	$ 1,326.5	$ 2,129.0	$ 2,132.1	$ 2,133.2	$ 2,144.1	$ 2,136.6	$ 2,140.7	$ 2,069.9
Total Debt	$ 1,614.0	$ (200.0)	$ 1,500.0	$ 2,914.0	$ 2,512.1	$ 2,135.7	$ 2,136.7	$ 2,148.4	$ 2,214.9	$ 2,153.0	$ 2,135.3
Adjustments:											
Manditory redeemable preferred securities of trust (QUIPS) - current	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 63.0	$ -	$ -	$ -
Manditory redeemable preferred securities of trust (QUIPS)	$ 125.3	$ -	$ -	$ 125.3	$ 125.4	$ 125.5	$ 125.6	$ 63.5	$ -	$ -	$ -
Total debt + QUIPS	$ 1,739.3	$ (200.0)	$ 1,500.0	$ 3,039.3	$ 2,637.5	$ 2,261.2	$ 2,262.3	$ 2,274.9	$ 2,214.9	$ 2,153.0	$ 2,135.3
Cash and cash equivalents	$ 346.3	$ (200.0)	$ -	$ 146.3	$ 149.9	$ 185.8	$ 267.8	$ 325.9	$ 378.4	$ 329.5	$ 356.4
Net Debt + QUIPS**	$ 1,393.0	$ -	$ 1,500.0	$ 2,893.0	$ 2,487.6	$ 2,075.4	$ 1,994.5	$ 1,949.0	$ 1,836.5	$ 1,823.5	$ 1,778.9

* In late September 2002, the company utilized short-term debt of $200 million to preposition certain funds necessary for the acquisition of TRW Aeronautical Systems. This short-term debt was repaid on October 1, 2002 with a portion of the proceeds from the $1.5 billion bridge loan secured to finance the entire purchase. Accordingly, on October 1, 2002, cash was reduced by $200 million.

**Total Debt (defined as short-term debt plus current maturities of long-term debt and capital lease obligations plus long-term debt and capital lease obligations) and Net Debt (defined as Total Debt minus cash and cash equivalents) are non-GAAP financial measures that the Company believes are useful to rating agencies and investors in understanding the Company’s capital structure and leverage. Because all companies do not calculate these measures in the same manner, the Company's presentation may not be comparable to other similarly titled measures reported by other companies.

*** QUIPS included in current maturities of long-term debt and capital lease obligations as of December 31, 2003.