

Goodrich Corporation

Barclays Capital
2009 Industrial Select Conference
February 10, 2009



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.

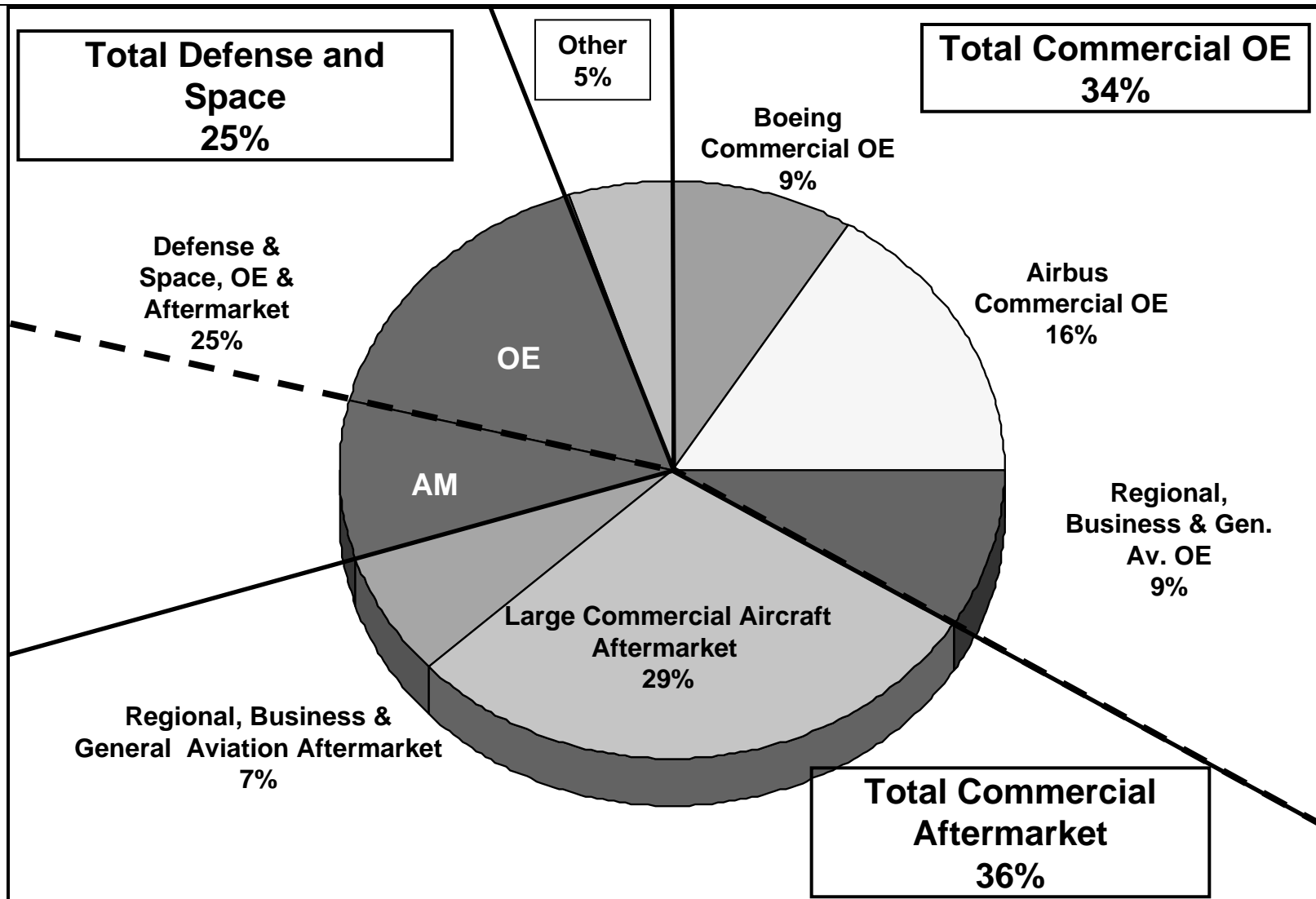
Important factors that could cause actual results to differ include, but are not limited to: demand for and market acceptance of new and existing products, such as the Airbus A350 XWB and A380, the Boeing 787 Dreamliner, the Embraer 190, the Dassault Falcon 7X, and the Lockheed Martin F-35 Lightning 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 February 4, 2009 Fourth Quarter and Full Year 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.



Full Year 2008 Sales by Market Channel

Total Sales \$7.062 Billion



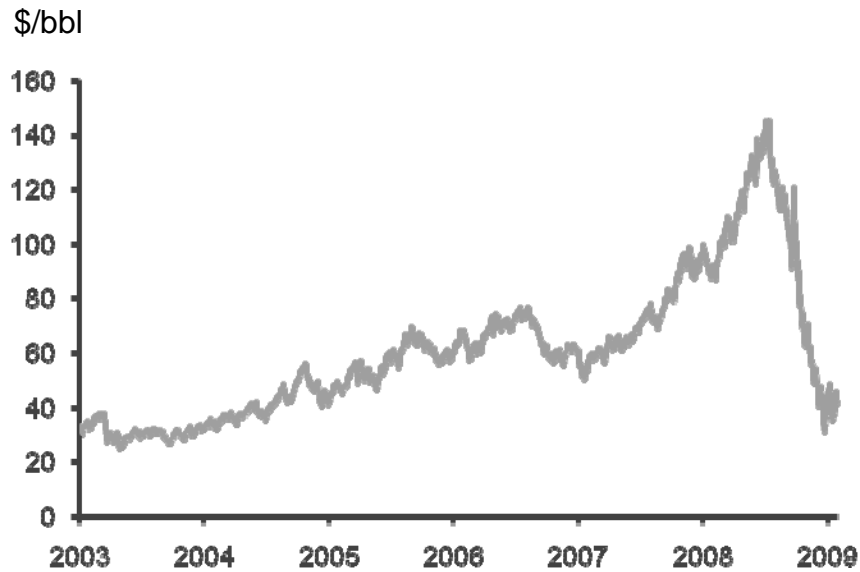
Balanced business mix; aftermarket represents 45% of total sales



Aerospace Environment

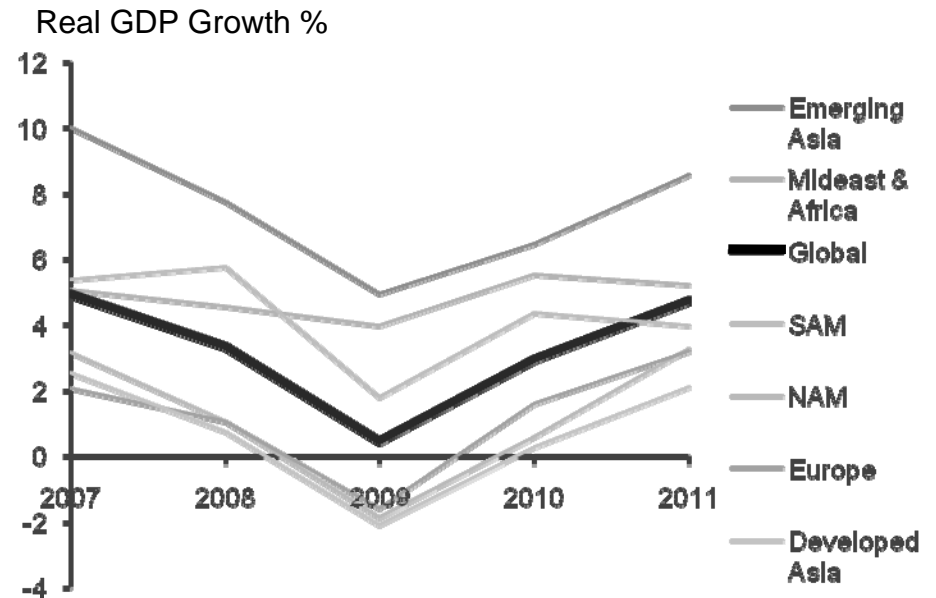
Fuel Price and GDP Growth Historical and Forecast

**Oil Price
(2003 to Jan. 30, 2009)**



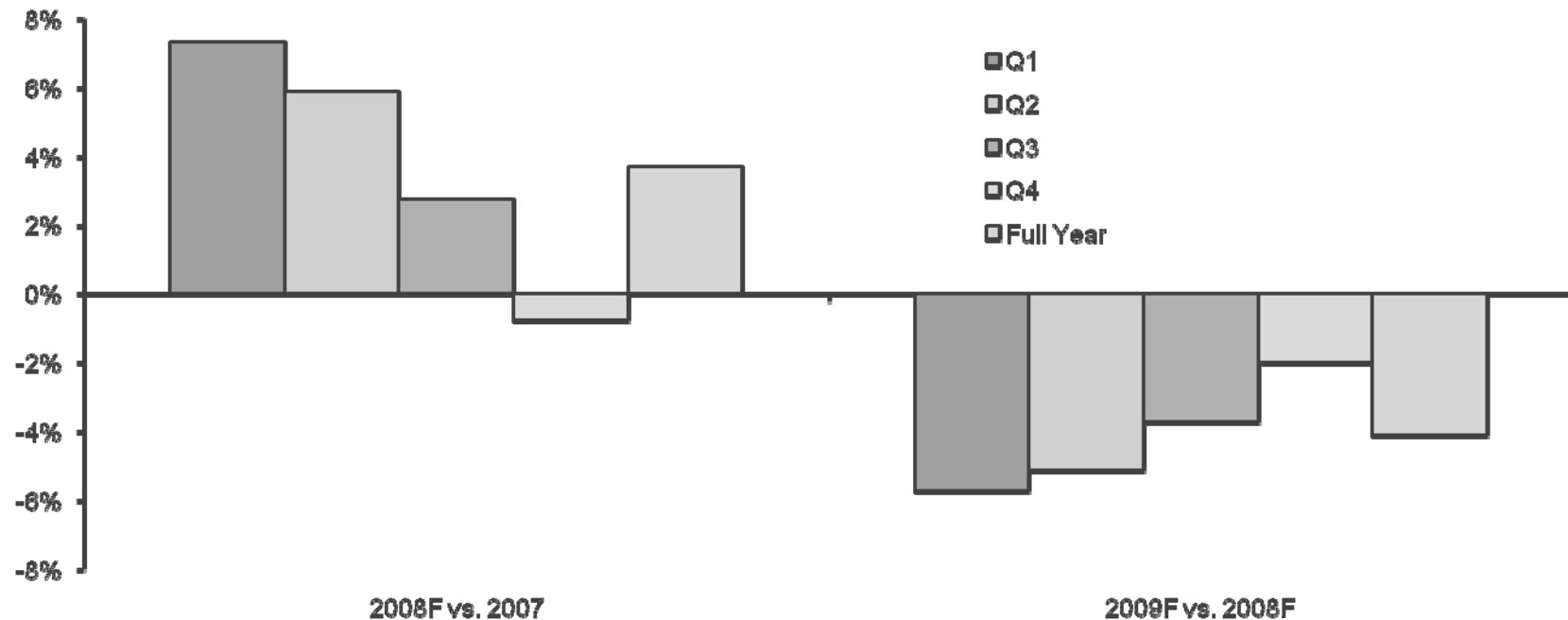
- Oil prices have begun to stabilize in the \$40-60/bbl range
- If economic situation deteriorates further, forward oil prices will likely decline

**IMF Economic Growth Forecast
(2007 to 2011)**

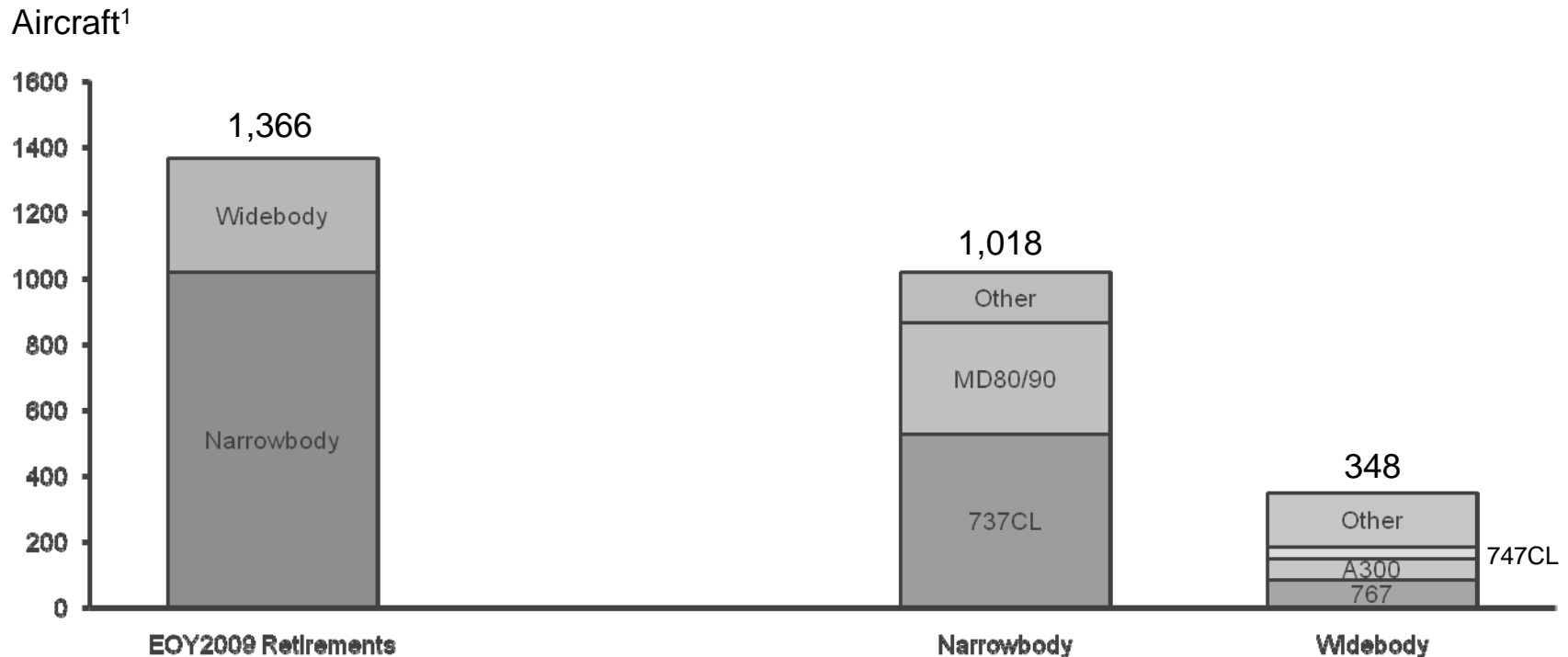


- Recent data suggest that global economy deteriorated sharply in Nov-Dec 2008
- Developed Asia, North America and Europe now all forecast for decline in 2009

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



- For most of 2008, capacity was increasing at near historical average rate
- Rising fuel prices drove capacity cuts toward the end of 2008
- Carriers likely to continue cuts in early 2009 to counter declining demand



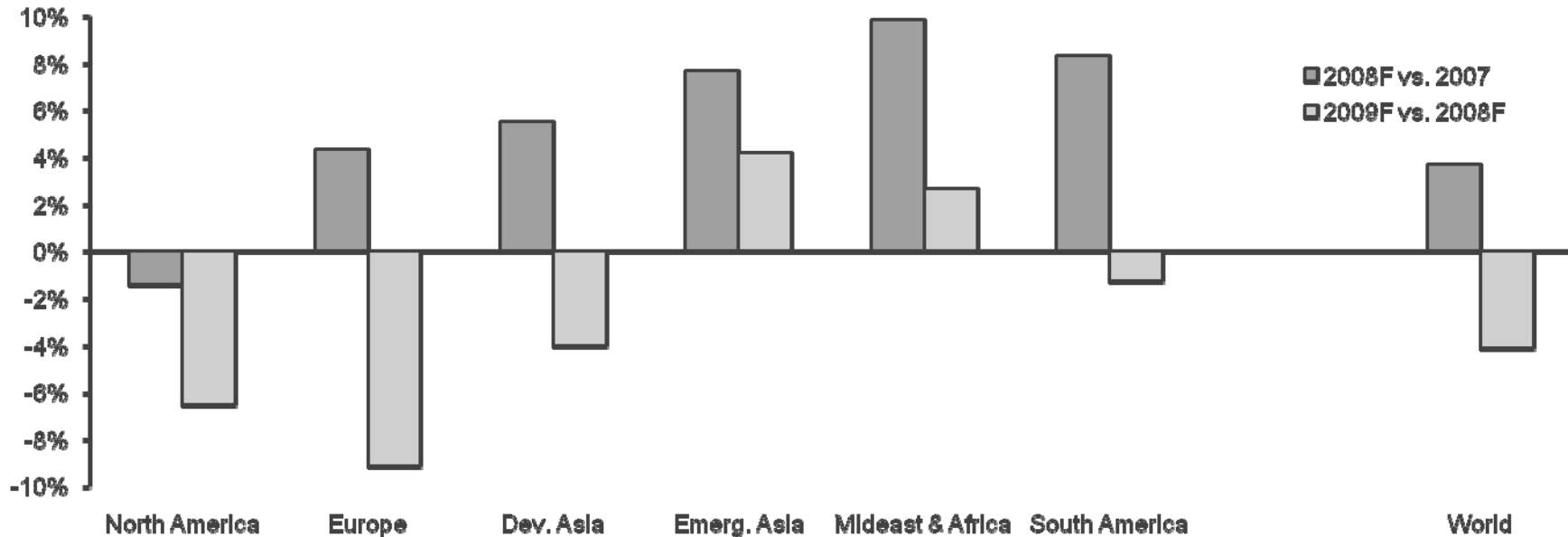
- Airlines continue to ground aircraft
- Almost all capacity cuts have been old-gen aircraft
- Old aircraft relatively easier to retire
- Prudent planning for the future favors new equipment

¹ Expected retirements from end of Dec. 2008 to end of Dec. 2009

Note: Scheduled passenger aircraft only; Excludes potential for later return-to-service

Source: Seabury Aviation & Aerospace; Announced capacity cuts

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



% of total capacity¹

31%

24%

15%

16%

10%

4%

100%

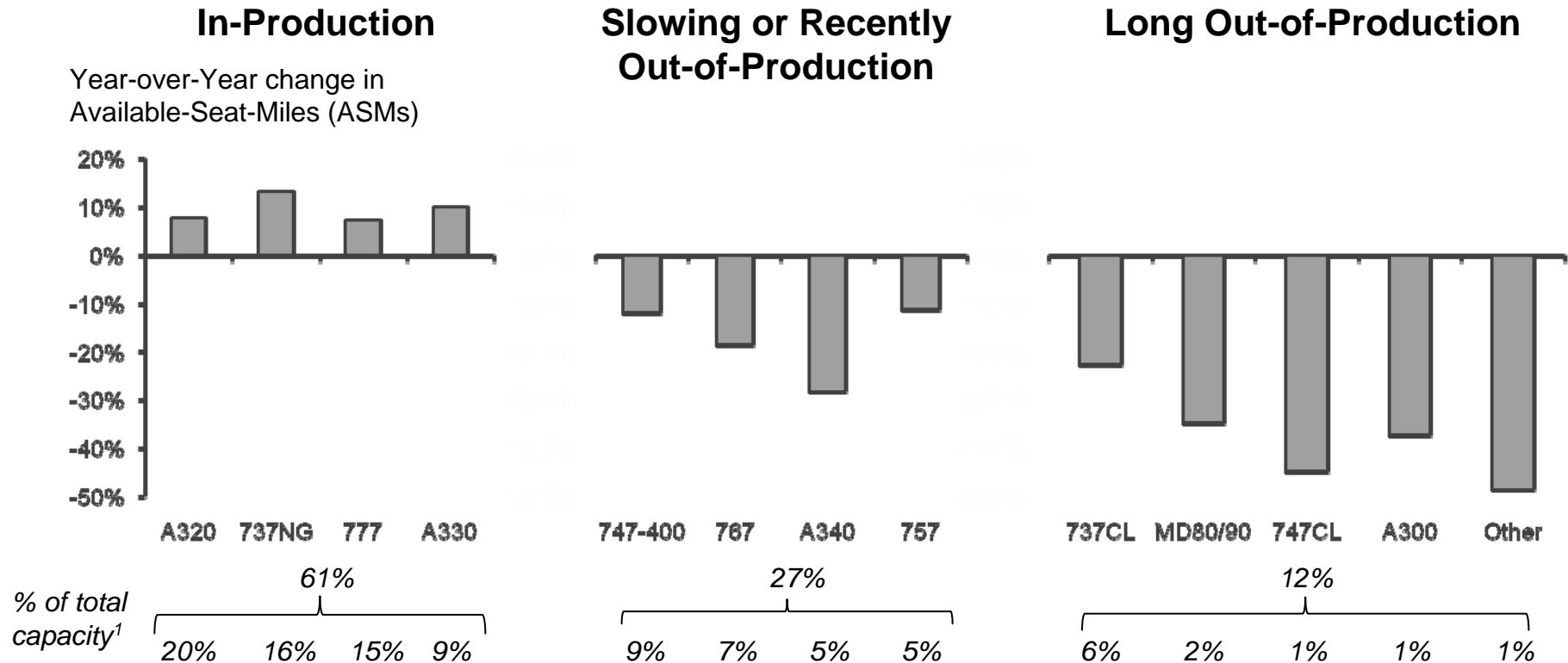
- Developed regions will see capacity cuts in 2009, driving worldwide capacity down
- Europe needs to significantly adjust capacity
- North America maintains and expands on 2008 cuts and could see profitability in 2009
- Emerging Asia and Middle East continue to grow, albeit much more slowly

¹ Based on 2009 split

Note: Scheduled passenger capacity only;

Source: Seabury Aviation & Aerospace

Capacity by Large Commercial Aircraft 2008-2009 Growth



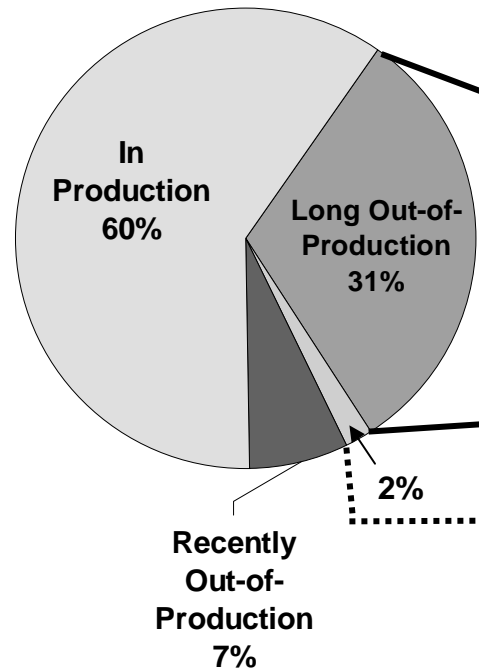
- In-production ASMs will continue to grow and gain share of global capacity
- In-production aircraft not targeted for grounding, and utilization rates have not dropped
- Financing availability remains the big unknown

¹ Based on NB & WB 2009 daily average excluding A380 and 787 which remain small share; Total may not add up due to rounding

Note: Scheduled passenger capacity excluding regional jets

Source: Seabury Aviation & Aerospace

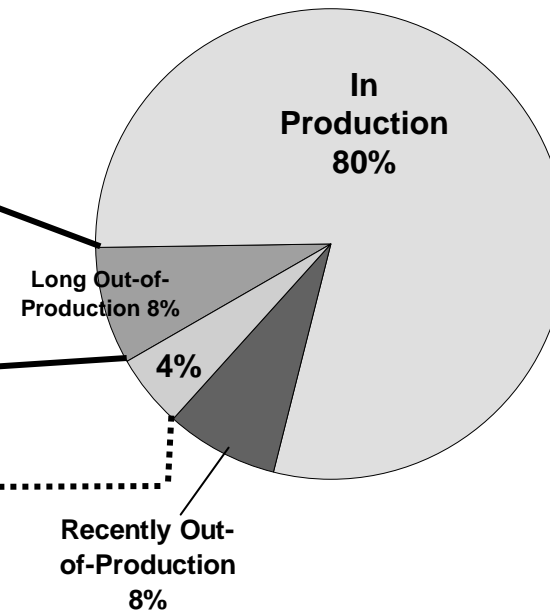
In Service Fleet Demographics (1/1/08)



Long Out-of-Production
707 727 747C 737C
A310 DC8 DC9 DC10
MD80 L1011

**Long Out-of-Production
(Less Vulnerable)**
MD11 MD90

Goodrich Aftermarket Sales Distribution (Est. 2008)

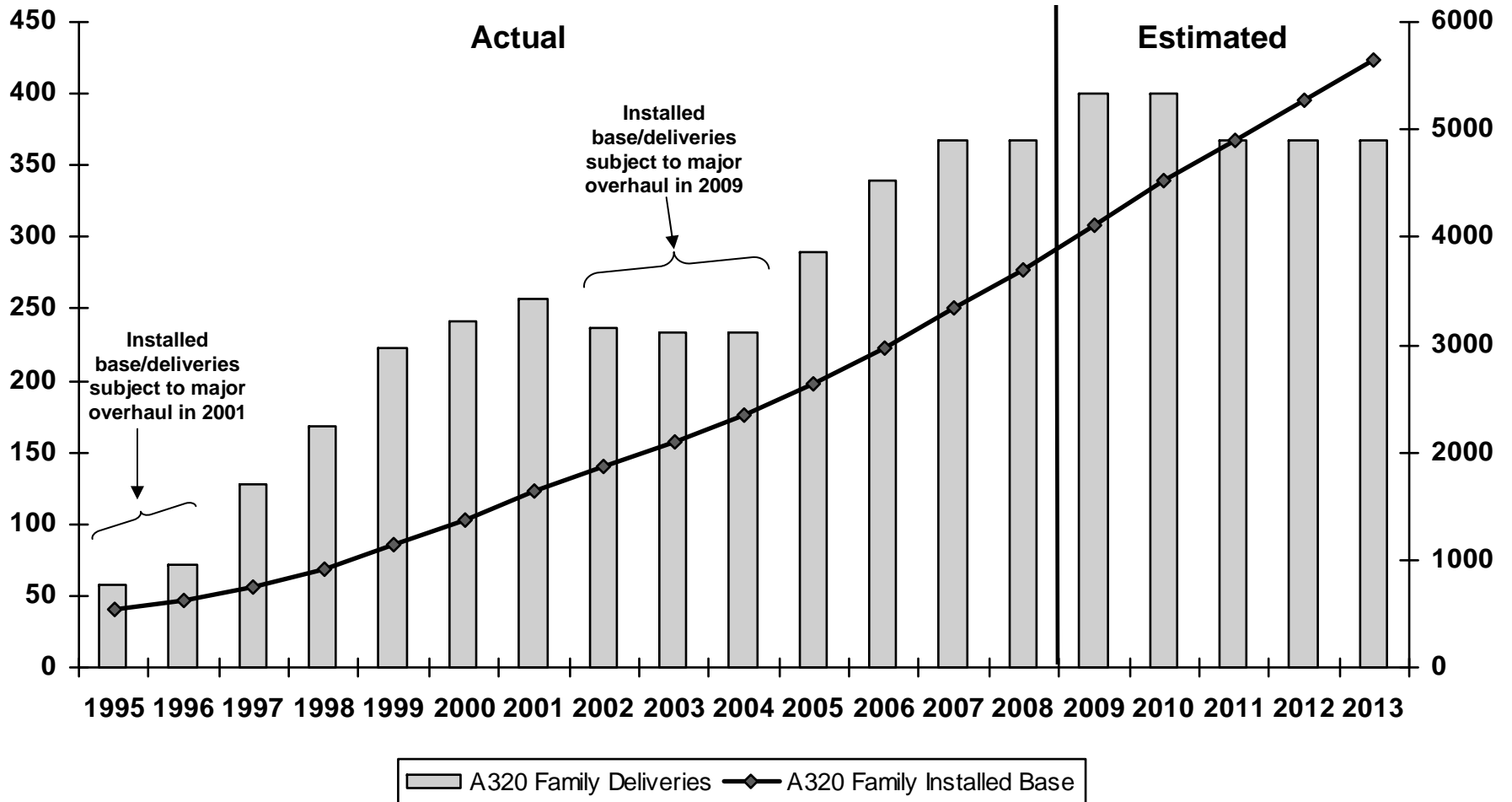


Goodrich is very well positioned on the newer, in-production airplanes

A320 Deliveries and Installed Base

Delivered Units

Installed Base

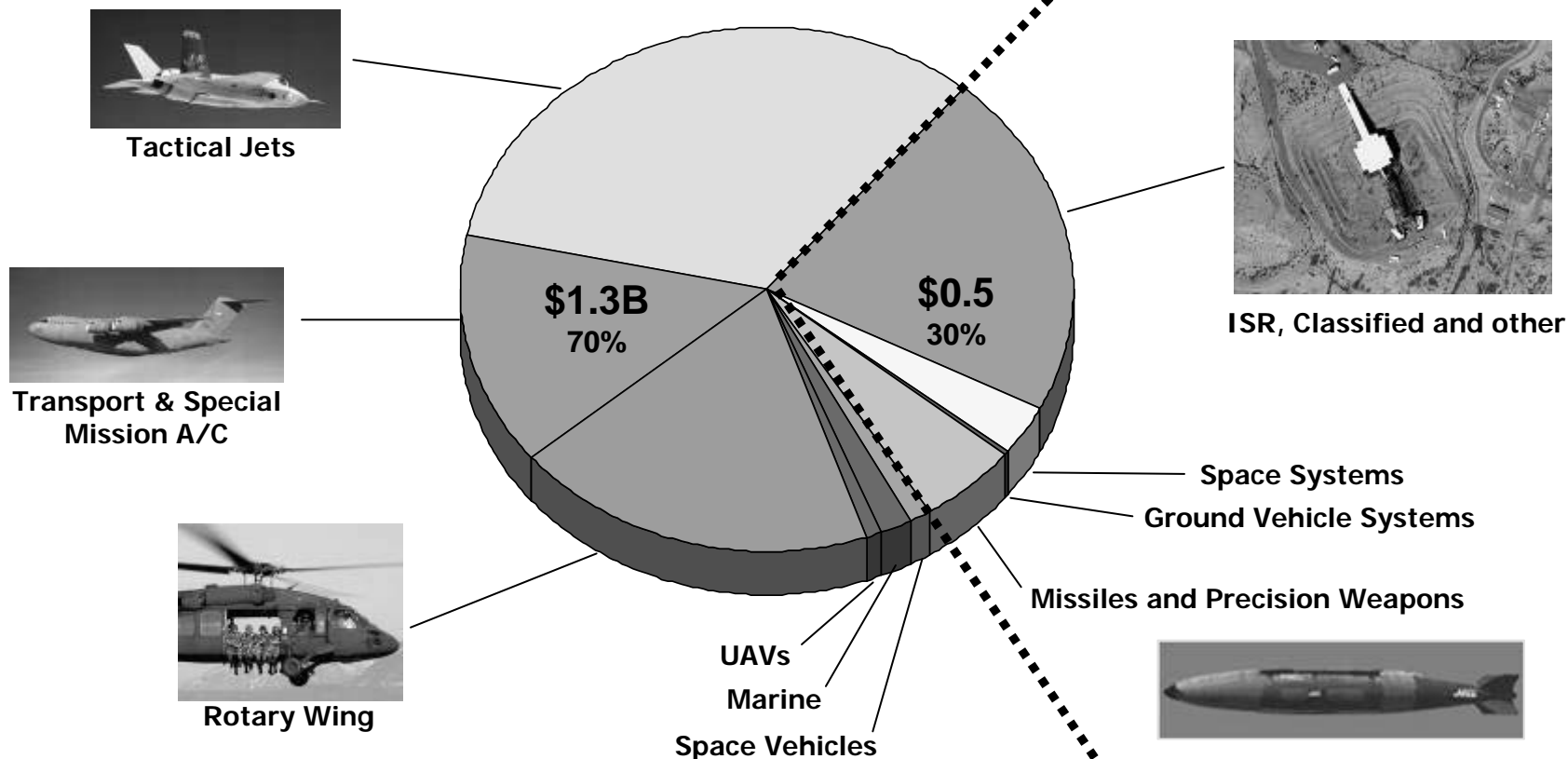


2002 – 2003 aftermarket sales based on installed base as of 1995, 2009 and on sales based on deliveries and installed base in 2002 and beyond

Platforms

2008 SALES
\$1.8B

Payloads



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



2009 Outlook



2009 Sales Expectations By Market Channel

Full Year 2008 Sales Mix	Market	2008 Goodrich Growth	2009 Goodrich Expected Growth
9% <u>16%</u> 25%	Boeing OE Del. Airbus OE Del. Total (GR Weight)	7%*	3 - 5%
9%	Regional/Bus/GA OE (Weighted)	23%	~(10%)
36%	Aftermarket (Commercial/ Regional/Bus/GA)	9%	Approximately Flat
25%	Defense and Space OE and Aftermarket	11%	~5%
5%	Other	16%	2 - 5%
100%	Total	10%	1 - 2%*

*Includes unfavorable sales impacts, compared to 2008, of approximately \$180 million, or 2 percent of sales, related to foreign currency exchange rate impacts and lower sales of approximately \$150 million related to the formation of the Rolls-Royce engine controls joint venture



2009 Outlook P&L Summary (\$M)

	Actual 2008	Estimate 2009	B/(W)
Sales	\$7.1B	\$7.1 - \$7.2B*	+1 - 2%
EPS (Diluted)			
- Continuing Operations	\$5.33	\$4.50 - \$4.90	(8 - 16%)
- Reported	\$5.39	\$4.50 - \$4.90	(9 - 17%)
Net cash provided by operating activities, minus capital expenditures, as a percent of income from continuing operations	75%	>75%	N/A
Capital Expenditures	\$285	\$230 - \$270	(\$15 - \$55)
Effective Tax Rate	30%	~31 - 32%	N/A

*Includes unfavorable sales impacts, compared to 2008, of approximately \$180 million, or 2 percent of sales, related to foreign currency exchange rate impacts and lower sales of approximately \$150 million related to the formation of the Rolls-Royce engine controls joint venture