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Goodrich Corporation Q2 2008 Earnings Conference Call Transcript

Question-and-Answer Session

Operator

Thank you, sir. (Operator instructions) And for our first question, we go to Gary Liebowitz with Wachovia Securities

Gary Liebowitz – Wachovia Securities

Good morning, gentlemen.

Marshall Larsen

Good morning, Gary.

Gary Liebowitz – Wachovia Securities

Actually I noticed that in this quarter's presentation, you admitted your large commercial aircraft delivery forecast, the last time that was updated you suggested that could be over 12,000 deliveries in 2010 and 2011. Is that's what your thinking or is that being reevaluated?

Marshall Larsen

No. We haven't changed our outlook.

Gary Liebowitz – Wachovia Securities

Okay. And also can you just remind us what are some of the remaining opportunities on the A350 that could be decided this year?

Marshall Larsen

Sure. We have won the nacelle on both engines for that, but we will be looking at wheels and brakes, sensors, possibly evacuation systems, seating, made a number of lighting, a number of things that sequentially will end up being bid. But timing isn't exactly concrete.

Gary Liebowitz – Wachovia Securities

I understand. Thank you.

Operator

And for our next question we go to Robert Spingarn with Credit Suisse.

Robert Spingarn – Credit Suisse

Good morning.

Marshall Larsen

Good morning.

Robert Spingarn – Credit Suisse

There's some already out there with this guys, but I have to say again this is an outstanding quarter.

Marshall Larsen

Thank you.

Robert Spingarn – Credit Suisse

On that note, could you talk a little bit – you touched on regional and business jet, Marshall. I think there was some commentary from your peers a week or so ago that there's somewhat of a decline in utilization of biz jet, are you seeing any evidence of this?

Marshall Larsen

I haven't seen any – we haven't seen anything in the business jets. I really – on the regional either. I mean, there is some concern out there that 50 passenger business jets are less efficient and they end up being utilized less. In future, that could be a possibility with more turbo props coming to – as for their fuel efficiency, but so far we haven't seen it. The other thing as you look at those 50-seaters, which are relatively new airplanes, kind of expect the number of those will end up else where in the world. Not just part, as those things are effected by fuel prices.

Robert Spingarn – Credit Suisse

Okay. Outstanding growth really on the commercial side, and you pointed that out a moment ago that Airbus and Boeing numbers. Can you talk a little bit about the mix there and what's going on because on an absolute basis, their unit numbers aren't up nearly what your growth is? And perhaps you can explain more about how your contents increasing, maybe the shift to wide bodies etcetera?

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