

G E N C O R P

2001

A N N U A L R E P O R T

T R A N S I T I O N

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A year of **transition**  
 best describes 2001 for GenCorp,  
 as we worked hard to **position**  
 the corporation **strategically** for  
 performance **improvement**  
 and **growth**.

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## FINANCIAL HIGHLIGHTS

dollars in millions, except per share amounts

	2001	2000	1999	1998	1997
		Restated	Restated		
<b>NET SALES</b>					
GDX Automotive <sup>(1)</sup>	\$ 808	\$ 485	\$ 456	\$ 375	\$ 369
Aerospace and Defense <sup>(1)</sup>	640	534	570	673	584
Fine Chemicals <sup>(1)</sup>	38	28	45	-	-
	\$ 1,486	\$ 1,047	\$ 1,071	\$ 1,048	\$ 953
<b>INCOME (LOSS) FROM CONTINUING OPERATIONS BEFORE INCOME TAXES</b>					
GDX Automotive	\$ (4)	\$ 29	\$ 16	\$ 3	\$ 29
Aerospace and Defense	131	104	67	68	55
Fine Chemicals	(14)	(14)	(5)	-	-
Segment restructuring <sup>(2)</sup>	(30)	-	-	-	-
Segment unusual items <sup>(2)</sup>	149	-	21	9	-
Segment operating profit	232	119	99	80	84
Interest expense	(33)	(18)	(6)	(6)	(12)
Corporate and other expenses	(15)	(10)	(10)	(14)	(18)
Foreign exchange gain (loss)	11	(8)	-	-	-
Other restructuring <sup>(2)</sup>	(10)	-	-	-	-
Other unusual items <sup>(2)</sup>	2	4	(9)	-	-
Income from continuing operations before income taxes	\$ 187	\$ 87	\$ 74	\$ 60	\$ 54
Income from continuing operations, net of income taxes	\$ 128	\$ 52	\$ 45	\$ 38	\$ 99
Income from discontinued operations, net of income taxes <sup>(1)</sup>	-	-	26	46	38
Cumulative effect of change in accounting principle, net of income taxes <sup>(3)</sup>	-	74	-	-	-
Net income	\$ 128	\$ 126	\$ 71	\$ 84	\$ 137
<b>BASIC EARNINGS PER SHARE OF COMMON STOCK</b>					
Income from continuing operations	\$ 3.03	\$ 1.24	\$ 1.09	\$ 0.91	\$ 2.68
Income from discontinued operations <sup>(1)</sup>	-	-	0.63	1.11	1.03
Cumulative effect of change in accounting principle <sup>(3)</sup>	-	1.76	-	-	-
Total	\$ 3.03	\$ 3.00	\$ 1.72	\$ 2.02	\$ 3.71
<b>DILUTED EARNINGS PER SHARE OF COMMON STOCK</b>					
Income from continuing operations	\$ 3.00	\$ 1.23	\$ 1.07	\$ 0.90	\$ 2.48
Income from discontinued operations <sup>(1)</sup>	-	-	0.63	1.09	0.92
Cumulative effect of change in accounting principle <sup>(3)</sup>	-	1.76	-	-	-
Total	\$ 3.00	\$ 2.99	\$ 1.70	\$ 1.99	\$ 3.40
<b>CASH DIVIDENDS PAID PER SHARE OF COMMON STOCK</b>					
	\$ 0.12	\$ 0.12	\$ 0.48	\$ 0.60	\$ 0.60
<b>OTHER FINANCIAL DATA</b>					
Capital expenditures	\$ 49	\$ 82	\$ 97	\$ 68	\$ 45
Depreciation and amortization	\$ 77	\$ 50	\$ 44	\$ 43	\$ 40
Total assets	\$ 1,464	\$ 1,325	\$ 1,232	\$ 1,743	\$ 1,419
Long-term debt, including current maturities	\$ 214	\$ 190	\$ 149	\$ 356	\$ 84

The Company has restated its previously issued financial statements for the years ended November 30, 2000 and November 30, 1999. See Note 2 in Notes to Consolidated Financial Statements for further information regarding the restatement.

<sup>(1)</sup> See Note 1(a) in Notes to Consolidated Financial Statements for additional information related to discontinued operations and business acquisition and disposition activities.

<sup>(2)</sup> See Notes 13 and 14 in Notes to Consolidated Financial Statements for information on restructuring and unusual items included in the Company's financial results.

<sup>(3)</sup> See Note 8(a) in Notes to Consolidated Financial Statements.

Note: Comparable, discrete financial information is not available for the Fine Chemicals segment for 1998 or 1997.

Results for the Fine Chemicals segment are included in the results for the Aerospace and Defense segment for those years.



DEAR SHAREHOLDERS:

A year of transition best describes 2001 for GenCorp, as we worked hard to improve our cost structure and position the corporation for enhanced performance and growth. We made good progress.

Full year revenues were \$1.49 billion, as compared to \$1.04 billion in 2000, an increase of 42 percent. Net earnings for the full year were \$3.00 per share on a diluted basis. Equity increased by approximately 64 percent.

Highlighting the year were a number of significant accomplishments, utmost among them:

- ▶ The sale of the Aerojet Electronic and Information Systems (EIS) business to Northrop Grumman;
- ▶ Restructuring within the GDX Automotive and Aerojet Fine Chemicals segments and of the Corporate Headquarters;
- ▶ The repurchase of a 40 percent ownership position in Aerojet Fine Chemicals' equity from NextPharma Technologies USA and;
- ▶ Federal and state regulatory approval to carve out clean land from the Aerojet Sacramento Superfund Site designation, returning this land to future beneficial use, pending expected approval by the U.S. District Court in Sacramento.

All of these actions enabled us to set the stage strategically for 2002 and will enhance our ability to deliver improved shareholder returns in the future.

Robert A. Wolfe, GenCorp Chairman and Chief Executive Officer (standing); Terry L. Hall, Chief Operating Officer

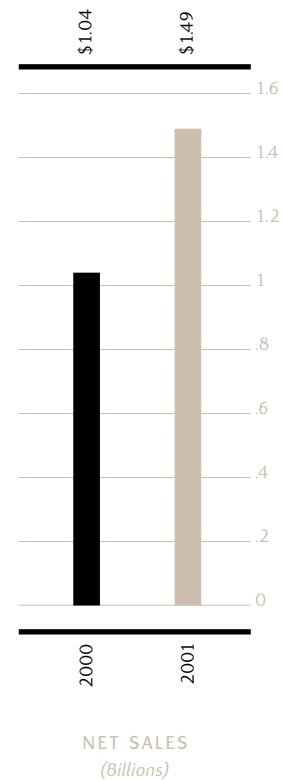
Looking at each in more detail, the sale of the Aerojet EIS business was a positive way to maximize value while participating in the consolidation underway in the aerospace and defense industry. Proceeds from the \$315 million transaction allowed us to reduce debt. Importantly for Aerojet, the sale frees management time and effort that before was divided between two different markets, to concentrate solely on growing the Missile and Space Propulsion business.

I must commend the entire Aerojet team for an outstanding job in 2001, evidenced by flawless execution on all programs and a significant number of new contract wins, a reflection of this segment's reputation for quality and technical leadership.

As Aerojet worked to strengthen its competitive position in the aerospace environment, management attention was focused on implementing restructuring actions to reduce costs, increase efficiencies and improve performance across the Company.

At GDX Automotive, restructuring efforts included integrating the international Draftex vehicle sealing operations, which were acquired in December 2000. Operating profits at GDX Automotive were negatively impacted during the year because integration proceeded at a slower pace than expected, resulting in additional expense. These integration efforts involved the rationalization of worldwide production capacity through the closure of three plants and consolidation of others in North America and in Europe, and the implementation of common lean manufacturing processes across both continents. In total, 1,300 positions were eliminated as a result of these integration and restructuring actions. GDX Automotive should now begin realizing synergies from the Draftex acquisition, and with the costly 2001 Ford Explorer launch issues solved, we are looking for significant profit improvement.

The segment continues to enjoy a leading position in the top selling sport utility, light truck and new popular crossover market segments in the United States. Through Draftex, the segment gained major roles in the popular luxury passenger vehicle and small passenger vehicle market segments in Europe. GDX Automotive is also strengthening its competitive advantage through technical innovation, particularly in the areas of new improved materials, bonding methods and noise attenuation solutions, priority areas for customers. New developments in these areas most recently led to the segment being named the sole source supplier for vehicle seals on the next generation Audi C-6 platform.



In late November, we made a key business decision to reacquire a 40 percent ownership position in Aerojet Fine Chemicals from NextPharma Technologies USA. Changes in the pharmaceutical industry and changes in strategy by NextPharma to focus its efforts in the finished pharmaceutical products market segment drove our decision to regain 100 percent equity ownership in Aerojet Fine Chemicals. Our expertise lies in the manufacture of highly specialized registered intermediate and Active Pharmaceutical Ingredients (APIs), not in the finished products market. Concentrating on what we do best is critical to the success and future growth of Aerojet Fine Chemicals.

Like GDX Automotive, the Aerojet Fine Chemicals segment is expected to realize the benefits of major restructuring efforts aimed primarily at "right-sizing" this segment to its production volumes. These efficiency improvements combined with extensive quality improvement measures and the validation of four new products during the year provide a much stronger platform for this business going forward.

As the year came to a close, we received word that federal and state regulatory agencies had approved an agreement that in addition to modernizing and streamlining the Aerojet Sacramento Superfund process, will carve out approximately 2,600 acres of clean land from the Superfund site designation. This is an exciting and major step forward in our strategy to evolve our real estate business and realize the tremendous value we believe our property holdings offer. The last remaining hurdle is for the agreement to be approved in U.S. District Court, which we are awaiting as we go to press with our 2001 Annual Report. The 2,600 acres is uniquely positioned along a major highway corridor in Sacramento County, ideally suited and already entitled for office, commercial and light industrial development in a region that remains among the top ten growth and investment locations in the U.S.

Separate from the carve out agreement, the sale of 1,100 acres of property outside of the Superfund site boundaries to Elliott Homes, Inc. for \$28 million in November marked the first significant real estate transaction in Sacramento for the Company.

A disappointing event that impacted an otherwise successful year was the review of accounting issues within GDX Automotive which led to the restating of financial results for the first three quarters of 2001, as well as the years 2000 and 1999. We initiated the review immediately when we became aware of a potential problem. It was comprehensive, quickly resolved, and involved primarily one GDX Automotive plant in North America. I am confident the issue is behind us.

Finally, the restructuring of GenCorp Headquarters should generate significant annual savings through a streamlining of our structure that begins an orderly transition to a new GenCorp leadership team for the new millennium.

Looking ahead, the year 2002 will surely not be a year without challenges. However, we are much better positioned to capture new opportunities as a result of the strategic actions taken in 2001. Our mission is straightforward. Our actions will translate into performance.

Sincerely,

Robert A. Wolfe



## AEROJET

The October 2001 sale of the Electronic and Information Systems business to Northrop Grumman Corporation for \$315 million in cash enabled Aerojet to focus its attention 100 percent on growing its core Missile and Space Propulsion business. Following the sale, Aerojet streamlined its management and operations to more competitively position itself for success while following a growth strategy that involves strengthening existing capabilities in design, development and engineering and pursuing acquisitions, joint ventures and other partnerships.

This Sacramento-based defense leader continues to benefit from its position as one of the only two providers of both solid and liquid propulsion systems in the United States. Having the capabilities to design and produce solid and liquid systems allows Aerojet to compete for a wider range of programs through utilizing and transferring technologies between its two areas of expertise. Historically, this has allowed the segment to maintain a strong position as the sole provider of key components for many strategic space launch and major missile programs.

For nearly six decades, Aerojet has played a major role on programs critical to national defense, including Minuteman, Peacekeeper and Polaris, developing in this time close working relationships with private sector and government customers. Aerojet today enjoys strong incumbent positions on numerous long-standing programs, like Delta, Titan, the Joint Stand Off Weapon (JSOW), the Conventional Air Launched Cruise Missile (CALCM), and the Tubular Launched Optically Tracked Wire Guided (TOW), missile system. The segment is also involved on next generation programs such as Atlas V, Cobra, and several missile defense programs.

Continuing technical innovation, a core Aerojet strength, led to the receipt of a number of important new development contract awards in 2001, including key positions on important space launch and missile defense programs that provide significant momentum for growth in the future.

### 2001 CONTRACT WINS

- ▶ \$115 million to an Aerojet-Pratt & Whitney joint venture to develop liquid booster engines for NASA's Space Launch Initiative, a program focused on advanced technologies for a second-generation reusable launch vehicle.

*The 55-foot Atlas V solid rocket motor is moved out of the casting area.*

- ▶ \$31 million for Titan first- and second-stage liquid engine post production support.
- ▶ \$28 million including options to develop a peroxide Advanced Reusable Rocket Engine for the Air Force Space Maneuver Vehicle, an unmanned craft envisioned as a reusable satellite bus.
- ▶ \$13 million to develop a liquid booster engine for Army target vehicles.
- ▶ \$9 million to an Aerojet-Pratt & Whitney Chemical Systems Division joint venture to develop intercontinental ballistic missile propulsion for the Air Force's Integrated High Performance Rocket Propulsion Technology program.
- ▶ \$7.6 million to develop a Reaction Control Engine for NASA's 2nd Generation Reusable Launch Vehicle program. With a successful test in December, Aerojet became the first contractor to test fire an engine under the Space Launch Initiative program.
- ▶ \$5.9 million to produce 2,250 warhead sections for the Army's Tube-Launched, Optically Tracked, Wire-Guided 2A missile. In the past decade, Aerojet has delivered nearly 60,000 warhead sections.
- ▶ \$5.18 million to refurbish 10 additional Minuteman II motors for use on target missiles under the Air Force's Rocket System Launch Program (RSLP). During 2001, Aerojet delivered five motors ahead of schedule and its motors performed with 100 percent success on four RSLP launches.
- ▶ \$3 million to develop variable thrust motors for the Army's NetFires missiles.
- ▶ \$2.7 million to develop motors for the Army's Compact Kinetic Energy Missile program.



*On August 30, 2001 Aerojet successfully test fired the world's longest monolithic solid rocket motor (67 feet long) for 95 seconds.*



*Machining is completed on a preburner chamber for the COBRA hydrogen engine being developed by Pratt & Whitney – Aerojet Propulsion Associates.*

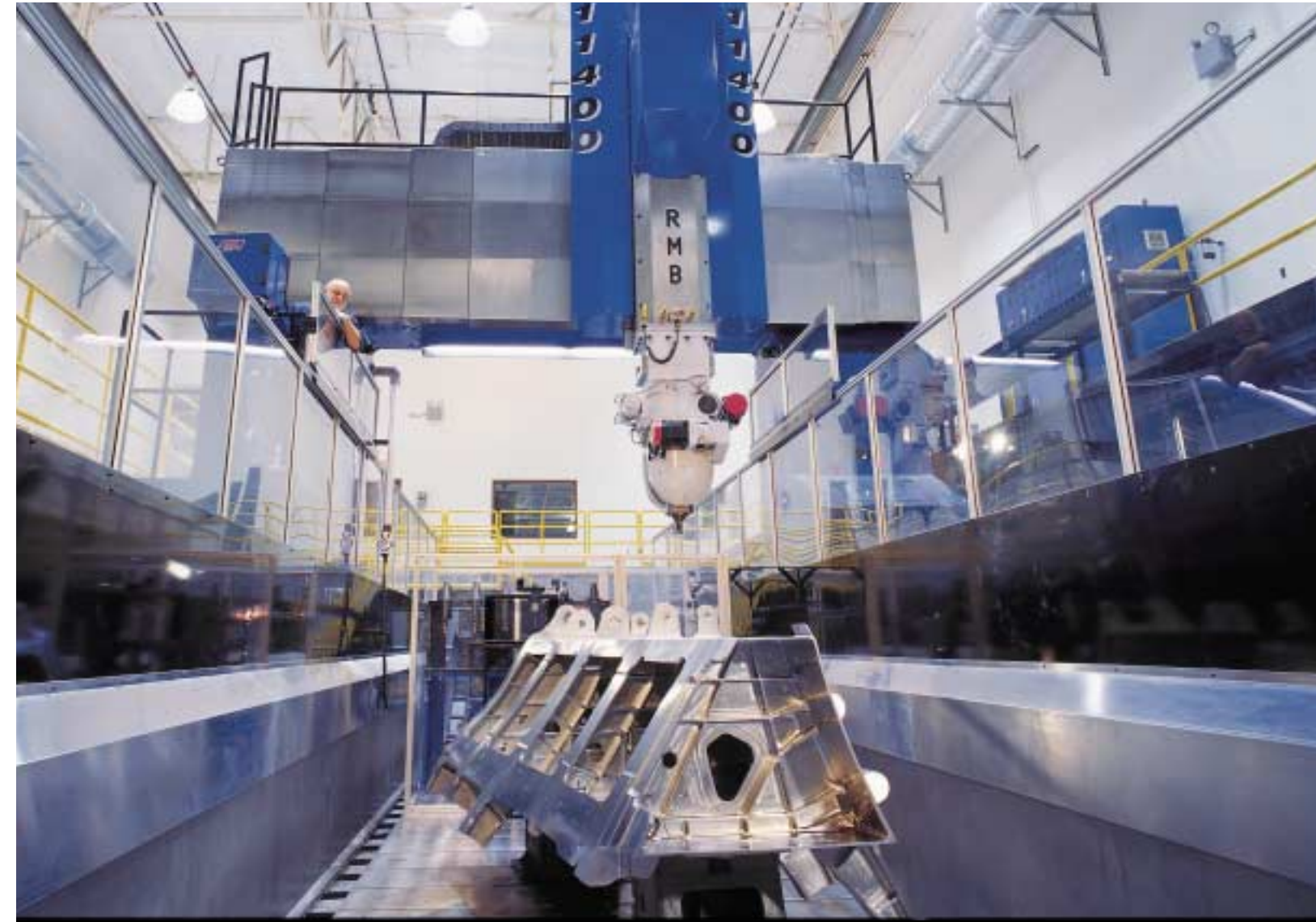
## 2001 MAJOR MILESTONES

- ▶ Aerojet successfully test-fired the world's largest monolithic solid rocket motor for 95 seconds at thrust levels ranging from 285,000 to 390,000 pounds. The massive, 67-foot demonstration motor displayed sound design and manufacturing processes that can be used on programs such as Lockheed Martin's Atlas V launch vehicle. Aerojet is developing solid rocket boosters for Atlas V under a contract with Lockheed Martin.
- ▶ Aerojet's liquid propellant Divert and Attitude Control System played a critical role in two successful missile intercept tests of the Ground-based Midcourse Defense Segment program. Firing its thrusters on command, the Aerojet system maneuvered the Exoatmospheric Kill Vehicle (EKV) into a direct collision with the mock enemy warhead in space over the Pacific Ocean.
- ▶ The Near Earth Asteroid Rendezvous probe — its Aerojet-built propulsion system firing flawlessly on command 196 million miles from Earth — safely touched down on the surface of asteroid Eros. Aerojet's propulsion system exceeded mission requirements in man's first ever spacecraft landing on an asteroid.



- ▶ Aerojet Delta II second-stage engines performed with 100 percent reliability on seven successful launches. The Delta team received a Silver Supplier rating from prime contractor Boeing.
- ▶ Aerojet Titan first- and second-stage engines performed with 100 percent reliability on three successful launches.
- ▶ The Company delivered on schedule 19 titanium forward booms for the aft fuselage of the F-22 fighter jet.
- ▶ Aerojet completed fabrication of the deorbit propulsion system and integration module it is developing for the X-38, NASA's prototype for the International Space Station's emergency Crew Return Vehicle.

*Data is recorded for the Deorbit Propulsion Stage (behind) developed by Aerojet for the X-38 vehicle, NASA's prototype for the International Space Station emergency Crew Return Vehicle.*



*The F-22 forward boom is positioned on a 5-Axis machine for machining and inspection.*



## GDX AUTOMOTIVE

The year 2001 saw GDX Automotive emerge as the world's second largest vehicle sealing systems supplier, a position gained through the prior year-end acquisition of the international Draftex business. Draftex nearly doubled sales for GDX Automotive, significantly diversifying its customer base, and broadening its platform offering. Importantly, Draftex brought to GDX Automotive the global manufacturing and technological capability that is critical to responding to Original Equipment Manufacturer (OEM) customers and to maintaining a competitive edge in the automotive environment. The acquisition strengthened and balanced the GDX Automotive platform portfolio by combining an existing number one position in North America in the sport utility vehicle and light truck market segments with the leading European position held by Draftex in the passenger car market segment.

*GDX Automotive is the sole supplier of vehicle seals on General Motors' popular Silverado truck.*

The acquisition also set in motion an intense yearlong integration and restructuring effort to realize the significant synergies and cost benefits obtainable through this major transaction. These efforts have involved the closure of three manufacturing facilities in Marion, Indiana, Ballina, Ireland, and Gruchet, France, and the consolidation of portions of manufacturing facilities in Chartres, France and Viersen, Germany, as well as a major drive to implement common lean manufacturing processes across all operations. Lean manufacturing initiatives are now showing improvements in quality and delivery performance, and enabling GDX Automotive to reduce operational costs and improve cash flow through inventory reductions.

As a result of restructuring and integration efforts, GDX Automotive stands positioned for improved performance in 2002 as a strong global provider of vehicle sealing systems. In North America, the business is focused primarily on best selling light trucks such as General Motors' Silverado and S-10 pickup, Ford's F-Series and Ranger pickups, and on popular sport utility vehicles such as General Motors' Suburban, Tahoe, Yukon and Blazer, and Ford's Explorer and Expedition models. GDX Automotive's presence in North America is also growing in the new, popular crossover vehicles such as Ford's Escape and Mazda's Tribute models, as well as the BMW X-5. In Europe, the business is focused on the production of components for popular luxury vehicles such as Mercedes' C, E and S classes, the BMW 3 and 5 series, the Audi A4 and A6 models and the Ford Thunderbird, as well as smaller cars like the Audi A2 and A3, the Volkswagen Golf, Passat and Beetle, the SEAT Polo, the Ford Focus, the Peugeot T-16 and the Skoda A-4.

A focus in these particular market segments has resulted in GDX Automotive being a primary sealing systems provider on 15 of the top 30 best selling passenger, sport utility, crossover and light truck vehicles in the world.

GDX Automotive is also fast gaining a leading reputation for setting the industry standard in superior designs and innovative technology. New patented plastic materials, polyurethane bonding processes, and tooling applications for installation have enabled the segment to provide customers a broader array of colorful, recyclable and higher performing products that improve appearance, eliminate noise more effectively and reduce scrap.

The year 2001 was pivotal for Aerojet Fine Chemicals as new management concentrated on improving operational and manufacturing efficiencies, and aligning the business for future success and growth in the dynamic pharmaceutical market place.

The business has steadily gained market recognition for its expertise in engineering and manufacturing highly specialized Active Pharmaceutical Ingredients (APIs) and registered intermediates for a variety of breakthrough new drug compounds approved by the U.S. Food and Drug Administration (FDA). Specialized capabilities, which use toxic and highly energetic chemistry to create purer chemical compounds with fewer chemical steps, as well as chiral separation techniques, have enhanced Aerojet Fine Chemicals' competitive position. Today, the business is one of the world's leading manufacturers of Cytotoxic compounds, highly toxic chemical compounds used to treat cancer. State-of-the-art facilities include the first full-scale commercial production Simulated Moving Bed (SMB) facility for chiral separation of pharmaceutical ingredients. SMB technology reduces costs and manufacturing time.

Aerojet Fine Chemicals reacted quickly throughout the year to respond to a challenging environment. Restructuring efforts and a focus on operational excellence should result in a significant increase in efficiency going forward. Successful validation of four new API products used in treating HIV, epilepsy and cancer, and an outstanding U.S. FDA audit highlighted the year.



## AEROJET FINE CHEMICALS

*Above: Aerojet Fine Chemicals' cGMP manufacturing facilities are capable of producing a wide range of pharmaceutical products utilizing an array of chemical transformations and special technologies.*

*Left: State-of-the-art manufacturing facilities are located on GenCorp's expansive 20-square mile site in East Sacramento County, California.*

The most significant action during the year came in November, when GenCorp re-acquired a 40 percent ownership position in Aerojet Fine Chemicals from NextPharma Technologies USA. The transaction returns sales, marketing and customer interface responsibility to Aerojet Fine Chemicals and enhances focus on customer satisfaction.

## REAL ESTATE

Four years of negotiations between GenCorp's subsidiary Aerojet and federal and state regulators culminated in a comprehensive agreement in late 2001 that enables GenCorp to set in motion its strategy to realize the tremendous value of its Sacramento land holdings.

The agreement was approved by federal and state regulators in December, and when adopted by the U.S. District Court, it will remove approximately 2,600 acres of clean land from the Sacramento Aerojet Superfund Site designation. This land will be returned to beneficial use in the State Capital Valley region, one of the top ten growth and investment markets in the United States. The agreement will also implement a number of other positive modifications to the Partial Consent Decree, the document that governs the Superfund site, to create a more effective and streamlined approach to environmental remediation activities under the historically complex Superfund process.

The agreement to carve out the 2,600 acres of clean land from the Superfund designation is based on extensive site investigation work by GenCorp's Aerojet subsidiary, which demonstrated to the satisfaction of the U.S. Environmental Protection Agency and California regulators that the property is not contaminated. It was used primarily as buffer zone to surround Aerojet's defense operations, and does not belong within the Superfund boundaries.

The 2,600 acres represents a portion of GenCorp's 20-square mile property holdings that is ideally suited and already entitled for multiple uses, including office, commercial and light industrial. The land is uniquely situated along a major highway corridor and represents one of few remaining major parcels in East Sacramento County available for long-term growth opportunities to ensure the region's economic vitality for the future.

In an action unrelated to the 2,600 acre carve out, the November sale by GenCorp of 1,100 acres of property to Elliott Homes Inc. for approximately \$28 million marked another major real estate highlight in 2001. The property is separate from the 2,600 acres to be carved out, and lies outside of the Aerojet Superfund site boundaries.

Real estate is now evolving as a core GenCorp business. Early in 2002, the Company appointed William Purdy, Jr., who has over 20 years of development, project management and marketing experience, to head this new business as President. Real Estate will continue to be a strategic priority as the Company moves into 2002 and beyond.

*In the first major real estate transaction in Sacramento, GenCorp sold approximately 1,100 acres of land to Elliott Homes, Inc.*



*Approximately 2,600 acres of land have been demonstrated to be clean of contamination and are being removed from the Aerojet Sacramento Superfund site designation (shown on the overlay). The acreage lies along the major Hwy 50 corridor in the growing East Sacramento County.*



**FOCUS ON EDUCATION**

GenCorp's commitment to community through philanthropic and volunteer efforts to enhance the social and economic quality of life took on a whole new dimension in 2001 — with education center stage.

The Company has long been a champion in the educational arena, with over 60 percent of its charitable funding through the GenCorp Foundation dedicated annually to creating pathways of opportunity for youth. Special emphasis is placed on math, science and engineering to eliminate the shortage of skilled workers entering these fields today in order to sustain the nation's technology leadership role tomorrow.

GenCorp dramatically built upon the Foundation's educational focus in June, when together with state, regional and local government, community and education leaders, the Company launched a multi-million dollar Capital Valley education initiative. This public-private education partnership heralded a collaborative effort not seen before in the region, with the potential to grow as the model for the State of California.

The multi-component initiative includes the donation of significant acres of GenCorp-owned land in Sacramento to establish an educational and research campus to meet the future needs of the region. Initial plans call for a new private Sacramento Country Day kindergarten through high school facility, and a corporate training center proposed by the Los Rios Community College District serving greater Sacramento. Additionally, the initiative provided the means, through Foundation funding, to construct a new chemistry lab at neighboring Folsom Lake Community College, implement a major GenCorp signature scholarship program for regional high school seniors, and supplement traditional school learning for local middle and elementary age students through innovative classroom technology grants.

A key aspect of the initiative targets opportunities for under-represented minorities and females, particularly in the math and science fields. GenCorp was busy in 2001 organizing a task force of community minority leaders and local educators that continues to meet and work diligently to identify those areas where GenCorp involvement can have a lasting positive impact.

GenCorp also made progress during the year in putting structure around a second important initiative — the creation of a Capital Valley Environmental Technology Institute. The institute is being formed to serve a critical need in California and nationwide by developing and sharing cutting-edge technology solutions to environmental challenges facing communities, business and industry.

*GenCorp Foundation funding to equip the new chemistry laboratory at neighboring Folsom Lake Community College, a part of the Los Rios Community College School District, was one component of the Company's major educational initiative launched in 2001.*



Through a public-private partnership comprised of government agencies, like the California Technology, Trade and Commerce Agency, academic institutions, industry and interest groups, the institute hopes to foster a synergistic approach to faster, more effective environmental problem solving. After years of experience gained through the development of advanced groundwater treatment technologies by its Aerojet subsidiary, GenCorp's interest and leadership role in this far-reaching initiative stems from the expertise it now has to offer. New environmental technologies by Aerojet continue to evolve today as part of the Company's environmental stewardship program in Sacramento.

GenCorp set a new standard in 2001, providing the building blocks for the type of commitment to broad-based planning that is key to meeting the needs of its community and helping to shape the future vitality of the region. The Company looks forward to watching these initiatives and its partners grow.

*Students and teacher from Sacramento Country Day take an opportunity to study the environment on land donated by GenCorp that will house the school's future new K-12 facilities.*

