RBC, Incorporated

RBC INK

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RBC, Incorporated

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RBC, Incorporated is an information management and engineering management company recognized as an industry leader in the development of innovative solutions and approaches for the acquisition, development and support of complex computer based systems. From its beginning in 1975, RBC has grown into a diversified organization offering solutions to problems encountered in systems planning, design and development, cost analysis, program management, business and process re-engineering.

Innovative Solutions Since 1975

CONGRATULATIONS

In today's employment market, staying with the same company for five or even 10 years seems like a thing of the past. RBC recognizes that employment longevity has been, and will continue to be, an important part of our Company culture. Join us as we acknowledge some RBC employees who reached milestone anniversaries this year.

John Chick

John Chick joined RBC in 1979 and in January, celebrated 30 years with the Company. John started his RBC career as an analyst working in our Warminster, PA office supporting the P-3/CP-140 training task. Today, John still works on training-related tasks as the Training Systems Project Manager supporting the CNS/ATM, Critical Obsolescence and Weapons System Programs. He is responsible for all planning, procurement and modification of operator and maintenance training systems. John recently played a key role in planning and preparation of the CNS/ATM Spiral 3 upgrade to P-3 AIP Integrated Avionics Trainers in FL and WA, and the Tactical Operational Readiness Trainers at four P-3 home bases located in the continental US and Hawaii.

Ruth Hieneman

Originally an employee of Cost Engineering Research, Incorporated (CER), Ruth Hieneman, Financial Analyst, has been with RBC for 25 years. Ruth currently work on-site at the BAE offices in Washington, DC, supporting the PEO-IWS5 team.

Throughout the years, Ruth has seen many changes and learned many things—the most important of which is not to throw anything away! In the early 90's, Ruth's supervisor destroyed old AN/SQR-19 files from the late 70's/early 80's, thinking they were obsolete. Not two weeks later, a call was received from the PMS411 Deputy, who was looking for papers from the very batch destroyed.

Tess Gaviola

Tess Gaviola, Senior Accountant at RBC's Corporate office, reached her 20-year anniversary with RBC in February. Tess's original duties were to reconcile the General Ledger account, handle billings, and take care of anything else assigned by Virgie Aznar, the Corporate Controller. Tess remembers quite vividly that at the end of her first week of employment, she brought home a small Apple computer just to practice using the mouse.

In early 1990, RBC acquired CER and for a while, Tess worked with the CER accounting group. A few months later, Tess filled in for another employee who was on maternity leave, and utilizing her multi-tasking abilities, became well-informed in the different facets of RBC's accounting. By 1998, Tess was assigned payroll and labor distribution duties, which she continues to do today in addition to other accounting/ financial tasks.

PRESIDENT'S MESSAGE

GO GREEN

Whether you are ultra conservative or liberal leaning, everyone recognizes the need to reduce our dependence on fossil fuels and to conserve natural resources. Energy conservation is not only good for the environment and the planet, it is the smart way to set the future for our children and grandchildren.

While there is a plethora of information, energy saving tips, and tools available to individual consumers, there are some things we can all do, and be aware of, for conservation in the work place. Turn off office equipment when not in use, and reduce energy consumption and equipment wear by setting computers, monitors, and copiers to sleep-mode. Better yet, turn them all the way off if you are not going to use them for an extended period of time, particularly when you go home at the end of the workday. To keep it simple, just plug your computer, scanner and printer into one power strip that can be switched off after shutting down your computer. This can save as much as $44 per year, per computer. Do the same with the microwave in the office lunchroom, and other office appliances which are always on otherwise. Over your lunch break, or if you are out of your office for an extended period of time, turn off your computer monitor. This will save energy without losing your work or having to reboot. If possible, unplug electronic devices and chargers that have a block-shaped transformer on the plug when they are not in use. These transformers are a constant energy drain. If you are going to be out of your office for more than a few minutes, turn the lights off.

There are a few things we are doing around RBC to conserve energy. We have been transitioning to laptop computers for ease of use and convenience, but did you know, a laptop can us as much as 80% less energy than a desktop computer. Those off-white forks and spoons in the Patuxent River office kitchen are made from plants by Eco Products, and are 100% recyclable. Thanks to a few dedicated RBC employees, we collect aluminum cans and white paper for recycling, and if you notice, they have been sneaking around turning off lights in empty conference rooms. We are also keeping the window blinds seasonally adjusted, and we call building maintenance to "crank down" the temperature only when necessary to accommodate large crowds and meetings.

Please join us in continuing to be energy conscious both at home and in the work place.

BUSINESSWISE

On May 22, RBC announced that it had completed and submitted a proposal to the Naval Air Systems Command for a five year contract to provide technical and program management services to the Maritime Patrol and Reconnaissance Aircraft (MPRA) Program Office (PMA-290). This contract will provide support to Air Anti-Submarine Warfare (ASW), Anti-Surface Warfare (ASUW), and Command, Control, Communications, Computers & Intelligence (C4I) programs for multiple platforms including the P-8A Poseidon and P-3 series. The work will include support for international Cooperative Agreement Programs for P-8A and a large International Programs Department providing support to 16 operational P-3 countries. The P-8A Poseidon is an ACAT 1D program which will replace the aging P-3 aircraft. The Statement of Work describes the effort as requiring management and technical support services through all acquisition phases including research, design and development, engineering, test and evaluation, training, aircraft modification, repair, in-service engineering, and life-cycle support.

RBC is optimistic of being selected for the award. Said Vice President and Chief Operating Officer, Ken Stepanuk, "RBC has been the principle support contractor for PMA-290 for more than thirty years, and our proposal provides the only team that can successfully support the transition of war fighting capability from the P-3 to the P-8A with no interruption of services".

PROGRAM VIGNETTES

ANTI-SUBMARINE WARFARE (ASW) / PMA-264

"Change" has become a theme of 2009, bringing several personnel changes within the PMA-264 Program Office: Stephen Barbee now supports the new High Altitude Anti-Submarine Warfare (HAASW) Program; Rod Schroeder has moved to the Multi-static Active Coherent program; Dick Asbell has taken on duties with the Advanced Development Program; and Pete Chart relocated from Brunswick, ME to NAS Patuxent River, MD to support the Production Sonobuoy team.

All-in-all, 2009 has endured much change with the support and growth of the program office—and more is expected, especially in light of the HAASW Program start-up in 2010.

MARITIME PATROL AND RECONNAISSANCE AIRCRAFT (MPRA) / PMA-290

Foreign Military Sales (FMS)

Within the Pakistan program, the DTSA/NSA recently approved the ALR-97 Equipment and Library "White Paper". Work will now proceed to the build and demo phase. The Pakistan Navy (PN) System Test Readiness Review (TRR) was completed on April 22. The United States Navy (USN) Test Team will travel to Greenville, SC to observe Lockheed Martin's tests on the first PN P-3 Upgrade Program (PUP) aircraft. As part of a new contract administration effort designed to improve contract turn around time, the PN PUP+ along with two other PN contracts have moved to Lakehurst, NJ; several other PMA-290F contracts moved as well.

FMS cases for Norway and Portugal are exceptionally active. The Norway program continues with efforts from the PMA-290F and the RBC FMS Team in management of the upgrade/ modification effort for six Royal Norwegian Air Force aircraft. Currently there are two aircraft being modified at NAS Patuxent River: a P-3N (training and logistics aircraft) and a P-3C, which is a version of the USN AIP aircraft. All modifications are being performed by NAWCAD. The P-3N modification program (adding APS-148/TCDL/MX-20) is scheduled for completion over the summer.

The FMS case for Portugal was contractually signed in December 2008 between the USN and the Portugal Air Force (PoAF) to procure Government Furnished Equipment for upgrade of six P-3Cs via a Direct Commercial Sale (DCS) contract between the PoAF and Lockheed Martin. This complex hybrid DCS/FMS integrated program requires extra attention due to the nature of a hybrid program with varied requirements.

The Taiwan program activity has escalated with the USN awarding Lockheed Martin Corporation a $665.6 million contract to upgrade Taiwan's 12 P-3C Orion aircraft. The Taiwan Navy obtained their P-3C Orions through a foreign military sales case in 2007. The contract provides for routine depot maintenance, mission system avionics modifications, and structural service life extension kits to extend the aircraft service life. The contract also allows for ground handling, support equipment and publications. Planned mission systems upgrades include the installation of electronic support measures, acoustics, communications, electro-optic and infrared systems, new data management systems, controls, displays, and avionics mission computers. The work will be performed at Lockheed Martin facilities in the United States and the first modernized Taiwan Navy P-3C Orion will be delivered in 2012. All upgrades are expected to be completed by 2015.

P-8A Team

The past several months have been extremely busy for the RBC P-8A team: a three-month union strike at Boeing disrupted fabrication of the ground and flight test aircraft; formulating the plan to integrate the next set of capabilities associated with Spiral One/Increment 2; and preparing for the next milestone review to gain approval for awarding the advance procurement contract in support of the first two lots of Low Rate Initial Production (LRIP) aircraft.

The union strike at Boeing consumed one month of scheduled margin the program had achieved up until September 2008 on the fabrication of the first couple of test aircraft. Throughout the course of the strike the P-8A team worked with Boeing in assessing options to minimize the impacts of the work stoppage associated with the strike and to formulate plans to recover the schedule that was lost. Concurrent with the evolving strike was the annual audit by the Government Accountability Office (GAO). You could say a "strike" of good fortune occurred, for as the team was entering the GAO building, news was received that the strike was resolved and work would soon resume. The

recovery plan included some extended shifts and overtime on critical path work effort. The recovery plan will continue for several months in order to fully recover the schedule, however major progress has been demonstrated by the early completion of loads calibration on T1 and its near term preparations for the first repositioning flight.

Requirements for Increment 2 (formerly known as Spiral One), are in the process of being refined in a Capability Development Document (CDD). The CDD will be required to support the Increment 2 Milestone B in the third quarter of FY2010. It has completed Navy review and will enter the Joint Staff review process after the planned Gate 3 Resource Requirements Review Board in August 2009. Australia has signed a Memorandum of Understanding with the USN as a cooperative partner in the Increment 2 design and integration effort and are working towards a follow-on agreement to participate as a cooperative partner in the production of the P-8A.

During these last several months much of the team's focus of attention has been on preparations for the Interim Program Review (IPR), but not all. SDD work activities continued at a higher rate in preparation for the start of the test program. However, other work efforts were in direct support of IPR preparation effort, ensuring that the many intermediate steps on the program's detailed schedule were accomplished in order to be ready for the IPR in April 2009. The schedule defined meetings, documents, and exit criteria that had to be accomplished prior to the IPR Defense Acquisition Board (DAB). These steps were all accomplished in accordance with the plan and the team demonstrated the readiness of the P-8A program for the IPR DAB at the Overarching Integrated Product Team Meeting on February 27; the Acquisition Decision Memorandum for IPR was approved and signed without a DAB review on April 7. Now that IPR is complete, full attention is being given to the steps necessary to be ready for Milestone C in May 2010.

But it has not been all work and no play for the RBC P-8A team. RBC's Mark Smoker was one of the organizers and implementers for the PMA-290 Chili Cook-off, held in February. Mark received special recognition from CAPT Moran for his work in supporting this morale-building event.

P-3 / S-3 / Power Plants

The S-3B Department was recognized at a farewell luncheon on March 11, 2009, at NAS Patuxent River, MD. Several former S-3 Department Heads, staff, competency personnel and RBC personnel participated in the event to recognize the accomplishments of the S-3 Viking during its illustrious tour of duty from 1974-2009.

The last S-3 squadron and wing was decommissioned in January 2009, however the S-3 remains in service with two aircraft (eventually three) operated by VX-30 at NAS Point Mugu, CA performing surface surveillance and test range clearance operations; two aircraft are operated by NASA.

RBC continues to support the S-3 program, with key individuals, Bob Millerick and Harry Mattox, recently recognized for their outstanding support to the S-3 program. Bob received a Letter of Appreciation from the Commander, Sea Control Wing Atlantic (CSCWL) for his "superior performance of duties while supporting the Sea Control Community" in general and his support to the VS-22 ISR detachment to Iraq in December 2008. Harry received a CSCWL Letter of Appreciation and Letter of Commendation and, most impressively a Navy Superior Service Medal for his outstanding support to the Sea Control wing and S-3 community.

Harry Mattox (right) receiving his Navy Superior Service Medal

Following is an excerpt from the Commander's comments regarding Harry's achievements that earned him the Service Medal:

"Displaying superior leadership, outstanding managerial skills, and uncommon vision, Mr. Mattox established unmatched standards of excellence within all facets of the S-3 Integrated Maintenance Program. Lauded by Commander, Naval Air Systems Command as the Navy's foremost Depot Level overhaul program, his efficient planning, scheduling and execution led directly to the completion of over 135 aircraft reworks comprised of 149 maintenance phases…"