# Profile Index

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**RLC History**

**Company Background**

- 1990 - Rotorcraft Leasing Company, LLC was formed as a repair & overhaul provider.
- 2000 – Company received an operating certificate and began charter operations.
- 2004 – 2010 – Company acquired numerous assets and companies.
- 2010 – Company began restructuring.
- 2011 – New Ownership – added a CEO with a proven industry track record and built an experienced management team.
- 2014 & 2015 – Added several new customers as quality and safety was evident to the market place.
- 2016 – completed fleet refurb and standardization effort completed.

**Safety Awards**

- Received HAI Safety Award 4 out of the last 5 years.
Our Purpose & Values

Core Purpose
RLC helps power the country by moving our customer’s “most valuable assets" safely and efficiently.

Core Values

Excellence – the constant pursuit of perfection.

Integrity – doing the right thing at the right time for the right reasons.

Loyalty – to our people, our customers and our purpose.
Safety Culture

Safety Management System
The RLC Safety Management System (SMS) uses Four Pillars of Safety as its foundation for our Safety Culture and is modeled after the FAA’s Advisory Circular 120-92A.

Safety Promotion
Hazard Reporting System
Bulletins & Newsletters
Training

Safety Policy & Procedures
Accountabilities
Policy Manuals

Safety Assurance
Performance Metrics
Safety Audits & Surveys
Safety Review Board

Safety Risk Management
Hazard Identification
System & Task Analysis
Management of Change
Safety Culture
Pilot Training

Highly Trained Helicopter Pilots

RLC employs approximately 80 FAA-certificated pilots.

- Average over 6 years of flight experience in Gulf of Mexico operations.
- New pilots must have 1,000 hours total helicopter flight time with 500 hours of helicopter PIC time.
- All pilots receive continuous, in-house, FAA approved training to ensure stringent performance standards.
- New pilots go through recurrent training after 6 months – then annually thereafter.
- RLC employs a complete training staff which includes a full time director of training and a competent staff of instructor pilots housed in our state of the art training facility.
- RLC Lead Pilots conduct preflight safety meetings every morning.

Safety and Exceptional Customer Service are our pilot’s top priorities!
Pilot Training

Pilot Selection and Training

Requirements

- 1000 hours helicopter flight time
- Commercial helicopter rating
- 2nd Class Medical Certificate
- Instrument Rating

Pilot Training

Initial
- 40 hours Computer Based Training
- 14 days ground school
- 2 days Simulator (Flight Training Device)
- 9 training flights plus check ride
- OSHA Water Survival
- OSHA H2S Training

Recurrent
- 15 hours Computer Based Training
- Ground school
- Simulator (Flight Training Device) session
- Check Ride by RLC Check Airman
- Water Survival (every 3 years)
- OSHA H2S Training (annually)
**Maintenance Program & Training**

**Maintenance Program**

- RLC maintains the Bell 206 series aircraft and Bell 407 aircraft using an FAA Approved Aircraft Inspection Program (AAIP). The program on both the Bell 206 series & Bell 407 aircraft consists of 6 events.
- Each event is performed at 50 hour intervals; after event-6 is completed, then the cycle begins again with event-1. These events are compiled from the manufacturers recommended maintenance procedures or other sources of approved data.
- RLC maintains the Sikorsky S76 aircraft under a CAMP (Continuous Airworthiness Maintenance Program). CAMP program contains Daily Inspections, Hourly Inspections, Yearly Inspections and 5 Zone Inspections.

**Maintenance Training**

- RLC maintenance instructors are qualified to teach courses on the Bell 206, Bell 407 and Sikorsky S-76 aircraft, as well as Micro-vibe & RADS training.
- All newly hired maintenance personnel at RLC receive a minimum of 10 days of initial training which consist of policies and procedures designated by the OEM and the FAA as well as the RLC Bell 206, Bell 407 & S76 training courses and any other added procedures required by RLC based on our extensive operations in the Gulf of Mexico.

- All maintenance personnel will progressively receive recurrent training every 12 calendar months from our dedicated maintenance training staff. Such training includes review, reinforcement and upgrade of all training in both company procedures and technical subjects.

- RLC also has a 1 day lead mechanic training program that includes the following:
  - Substance Abuse
  - Personnel Conflicts
  - Administrative Responsibilities
Maintenance Program & Training

Selection Criteria

For Field Technicians, A Minimum of:

- FAA Airframe & Power Plant certificate

For Repair Station (BRO) Based Technicians:

- Virtually all personnel in engine and component overhaul and hangar assembly are FAA A&P certificated
- FAA certification is not required for select positions (paint, avionics, etc)

Maintenance Training

Initial

- 24 hours Initial Maintenance Training
- 4 hours OSHA Safety Training
- 24 hours Bell 206 Training
- 24 hours Bell 407 Training
- 36 hours Sikorsky S-76 Training

Recurrent

- 16 hours classroom Training
- 4 hours OSHA safety training

Lead

- 8 hours classroom Training
Safety Performance

We view Safety Performance/Statistics as the measure of how our plan for improved quality, commitment to procedures, a positive culture and extensive training for all of our personnel is progressing. Based on the results below our plan is working!

**Flight Safety 2013-2017**

*Five Year Average Accident Rate Per 100,000 Hours = 0.58*

**TRIR Stats 2013-2017**

*TRAIR Rate = 0.58*
EXECUTIVE LEADERSHIP

Joan McCarthy
Chief Financial Officer

Drury Milke
Chief Executive Officer

Patrick Graves
Chief Operating Officer
LEADERSHIP TEAM

Dru Milke, President and CEO
Dru Milke has a distinguished track record of leadership in the Gulf of Mexico and internationally. Previously, Milke spent nearly 20 years at Offshore Logistics, a major provider of marine and helicopter transportation to the oil and gas industry and the parent company of Air Logistics (now Bristow). Dru served as Vice President Western Hemisphere Operations, Vice President International Operations, Chief Financial Officer, and ultimately, President of Air Logistics. During this timeframe, the company grew from less than $100 million to greater than $600 million in annual revenue and expanded from a Gulf of Mexico operator to a global leader in offshore helicopter operations. Most recently, Dru served as CFO for Moreno Group Holdings, an integrated energy service company.

Joan McCarthy, CFO
Joan McCarthy has an accomplished background in management, financial operations, controls and reporting, with deep expertise in accounting for the offshore oil and gas service industry. Prior to joining RLC, McCarthy held executive positions at Offshore Logistics, Inc., a major provider of helicopter transportation for the oil and gas industry and GulfMark Offshore, Inc., a worldwide provider of marine transportation. Most recently, she led financial operations for Moreno Group, LLC, a global leader in fabrication and construction.

Patrick Graves, COO and Director of Operations
Patrick Graves brings 26 years of helicopter operations and training management experience both international and domestic to his current role as Chief Operating Officer. Prior to joining RLC, Patrick spent 16 years with Bristow Group and served as the Head of Flight Operations for the West African Business Unit, Operations Manager for the Latin America Business Unit and Director of Operations for the Gulf of Mexico Business Unit. Patrick began his career in aviation with the US Army where he served for 15 years in various operational and training roles.

John Gilley – Vice President Sales and Marketing
John has been with RLC since 2008 and has a deep understanding of aircraft operations and maintenance. He spent five years in his previous role as Managing Director of Supply Chain for RLC, and his experience in the aviation industry proved vital to RLC’s success. Prior to RLC, John spent 5 years at Bristow Group in positions of increasing responsibility for their Global Supply Chain operations. John began his aviation career at Lafayette Aero, Inc. while attending the University of Louisiana Lafayette. John graduated from ULL with a degree in Business Finance.
Pat Milam, Vice President Sales and Marketing
Pat Milam brings over 30 years of oil and gas service sales and marketing experience to RLC. Pat comes to RLC after spending seven years at Wood Group PSN as Vice President Business Development as a result of Production Services Network (PSN) being acquired by Wood Group. Prior to Wood Group, he spent 15 combined years at Production Services Network (PSN) and Grasso Production Management as Vice President Business Development. Pat brings significant experience to RLC from his time in the contract production operations and personnel side of our industry. Pat graduated from USL (now ULL) with a degree in Business Administration. Earlier in his business career Pat worked for IBM, Brown Tool and Supply.

Edie Hunt, Vice President Human Resources
Edie Hunt brings 15 years of management and leadership experience in the field of human resources to her role at RLC and has a proven track record in recruiting and retaining exceptional talent to facilitate company growth. Prior to joining RLC, Hunt led the HR/IT and Administrative Departments at Dynamic Offshore Resources, and guided the transition of those departments through the sale of the company to SandRidge Energy. Prior to Dynamic, she spent time at Bristow where she served as Global HR Manager having oversight for talent development, performance management, leadership training and succession planning for their global operations.

Tom Young, Vice President Safety and Quality Assurance
Tom Young has been employed with RLC since 2008, serving previously as Inspector and Quality Assurance Manager. Prior to RLC, Tom spent five years at Bristow, in the roles of Chief Inspector and Safety Risk Management. Prior to Bristow Tom spent 16 years at ERA Helicopters where he served stints as Director of Maintenance and Director of Safety. He began his career at Boeing in Quality Assurance. Tom brings a wealth of experience to RLC, and is very well suited to lead our continuous improvement effort toward quality and safety in all aspects of our operations.

James Gueringer, Vice President/Director of Maintenance
James has been employed with RLC since 2012 and brings over 30 years of aviation experience to RLC. In his previous position as RLC’s 135 Manager, he was responsible for overseeing fleet maintenance on a Field base level. Prior to RLC, James spent 8 years with ERA Helicopters as a Maintenance Technician and 135 Inspector. He also spent 5 years at Arrow Aviation as 145 Inspector/Training Manager. James holds an A&P Certificate and an IA Authorization, and has attended multiple factory training courses on various models to augment his aircraft knowledge.
Jeff Peltier – Director of Supply Chain
Jeff Peltier brings 14 years of Supply Chain Management experience both international and domestic to his current role as Director of Supply Chain for RLC. Prior to joining RLC, Jeff spent 10 years with Bristow U.S. LLC. During his time at Bristow he held various positions in the Supply Chain Management field, most recently as their International Business Unit Supply Chain Manager since 2010. In this role Jeff was responsible for all Supply Chain facets on a global scale for the business unit and has also been directly involved in several major company acquisitions while at Bristow.

Jason Melancon – Chief Pilot
Jason Melancon has over 25 years of aviation experience and has been employed at RLC since 2002. In his tenure at RLC, he has served as Line Pilot and Lead Pilot and has flown over 6000+ flight hours in rotary wing aircraft. Jason began his aviation career in agricultural aerial application at Ward Aerial Applicators and Air Farm, Inc.

David Nezat, Director Facilities
David Nezat brings over 15 years of Facility Management and Commercial Construction experience to RLC and is responsible for design, construction and the many facets of maintaining RLC’s facilities. Prior to RLC, David spent nine years at Bristow as their Director of Facilities. David also spent time as Commercial Project Manager and Estimator at Rudick Company. David graduated from USL with a degree in Marketing.
Helicopter Support

RLC’s operations center is the hub for our advanced flight following program which uses an FAA approved satellite-based tracking system as well as a high power network of VHF radios.

*Primary Radio Communication*

- Gulf wide VHF radio repeaters provide voice communication for all of RLC’s work areas. Each aircraft uses this network to file flight plans and for recurring 15 minute position reports.
- 4 onshore and 10 offshore repeater locations provide digital audio feeds directly to RLC headquarters.
- High quality microwave and fail-over satellite circuits provide robust connectivity and redundancy between our flight following command center and fleet aircraft.
- A digital voice recorder captures both incoming and outgoing calls and is immediately accessible.

*Additional Flight Tracking and Communications*

- Every aircraft in the RLC fleet is equipped with a satellite tracking unit that emits position and telemetry data automatically every 3 minutes.
- RLC utilizes a team of operators as well as a supervising specialist to monitor flight operations.
- Each aircraft is equipped with a satellite phone to allow communication if primary radio communication is not available.
Strategically-Positioned Facilities

RLC’s geographic positioning provides access to the entire U.S. GOM and Continental Shelf.

Onshore & Offshore Fuel Stations
Extensive logistics support infrastructure established through substantial investment.

- Full staff of highly trained fuel technicians.
- 6 strategically located fuel facilities onshore.
- Over 25 offshore refueling stations available.
Helicopter Support

Flight Tracking

- Voice communications relay arrival times and 30 minute position reports. Position reports are automatically monitored – alerts are given in the event of overdue communication. RLC also has in place a very detailed and highly efficient emergency procedure for locating and recovering any overdue aircraft.
- All voice and satellite information is monitored in our flight following command center in Broussard Louisiana.
- All voice and Satellite systems are internet based to allow personnel to relocate if hurricanes or other events limit access to or use of our Broussard facility.
- RLC’s software offers detailed historical reporting as well as a web uplink offering customers the ability to see the real time status of their chartered aircraft from any web browser.

Weather Monitoring

- Our integrated aviation weather solution uses a three tiered system of operational control based on actual and forecast flight conditions from more than thirty FAA AWOS stations further enhancing our ability to provide the safest, most efficient air transportation.
- Incorporated telemetry data gives a visualization of aircraft position in real time with a radar overlay of FAA approved weather data allowing for accurate aircraft routing.
- This system allows Pilots and Dispatchers to see the location of a storm, its heading as well as intensity. This information is relayed to our pilots to help them avoid potentially hazardous conditions.
Helicopter Support

Venice Facility

Our Venice facility is staffed with dedicated personnel to respond to our customers changing needs. Our facility provides comfortable seating, fresh hot coffee, vending machines, and secure parking.

Facility Highlights:

- **12 Helicopter Landing Pads** that will accommodate 9 light a/c and 3 medium a/c with fuel available on 9 of the pads.
- **Maintenance Hangar** (3600 sq. ft.).
- **Operations Building** accommodates 100+ passengers with additional waiting areas outside.
- **250 to 300 spot parking area** with lighting.
- **Base sits on approximately 15 acres.**
- **Hotel conveniently located next to base.**

Contact Information:
Address: 42336 Hwy 23 South
Venice, LA 70091
Phone: (504) 534-2448/11
Fax: (504) 534-2414
Email: rlcvn@rlcllc.net
Helicopter Support

Galliano Facility

Our Galliano facility is staffed with dedicated personnel to respond to our customers changing needs. Our facility provides comfortable seating, fresh hot coffee, vending machines, and secure parking.

Facility Highlights:
- 18 Helicopter Landing Pads with 14 fuel points.
- Maintenance Hangar (4800 sq. ft.).
- Indoor passenger waiting area with seating for 60.
- Outdoor smoking area with 6 picnic tables.
- Designated and secure areas for customer cargo.
- Parking for approximately 300 vehicles.
- 900 Square Foot Conference Room.

Contact Information:
Address: 175 Blackhawk Rd.
Galliano, LA 70354
Phone: (985) 475-4924
Fax: (985) 475-5097
Email: rlcgao@rlcllc.net
Helicopter Support

Mouton Cove Facility

Our Mouton Cove facility is staffed with dedicated personnel to respond to our customers changing needs. Our facility provides comfortable seating, fresh hot coffee, vending machines, and secure parking.

Facility Highlights:
- 26 Helicopter Landing Pads with 14 fuel points centrally positioned for accessibility to all landing pads.
- Maintenance Hangar (6000 sq. ft.).
- Approximately 2700 sq. ft. of passenger waiting area with meeting room.
- Parking area to accommodate 230 vehicles.
- 5 cargo areas spacious enough to house any type of equipment including hazardous material. These areas also include ice boxes for placement of offshore samples that need to be refrigerated pending pick-up.
- A paved walkway from the patio leads to the flight line.

Contact Information:
Address: 17715 N. Hwy 82
Abbeville, LA 70510
Phone: (337) 898-3958
Fax: (337) 898-3109
Email: rlcmtc@rlcllc.net
Helicopter Support

Creole Facility

Our Creole facility is staffed with dedicated personnel to respond to our customers changing needs. Our facility provides comfortable seating, fresh hot coffee, vending machines, and secure parking.

Facility Highlights:

- 16 Helicopter Landing Pads with 10 fuel points.
- Maintenance Hangar (4800 sq. ft.) with 4 maintenance pads.
- Operations Building (9600 sq. ft.).
- Approximately 2400 sq. ft. of passenger waiting area.
- 30’ x 33’ outside covered waiting / smoking area.
- Designated and secure areas for customer cargo.
- Approximately 224,000 sq. ft. of parking area with video surveillance.
- Base is located only 1 mile off the gulf coast reducing flight time to offshore locations.

Contact Information:
Address: 2151 Trosclair Road
Cameron, LA 70631
Phone: (337) 775-5898
Fax: (337) 775-5902
Email: rlccre@rlcllc.net
Helicopter Support

Galveston Facility

Our Galveston facility is staffed with dedicated personnel to respond to our customers changing needs. Our facility provides comfortable seating, fresh hot coffee, vending machines, and secure parking.

Facility Highlights:

- Located at the Galveston Sholes International Airport.
- 8 Helicopter Landing Pads and fuel provided by a fuel truck.
- 5000 sq. ft. Maintenance Hangar.
- 500 sq. ft. Passenger Waiting Area with restrooms, coffee and Wi-Fi.
- Parking lot can accommodate approximately 25 vehicles and an overflow area for approximately 40 additional vehicles.

Contact Information:
Address: 8718 Cessna Drive
Galveston, TX 77554
Phone: (337) 552-8995
Fax: (409) 740-7455
Email: glvsdis@rlc1lc.net
Helicopter Support

Broussard Campus

Administration

Training Facility

Inspection

Supply Chain

Overhaul

Flight Line

Instruction

Hangar

ABOVE AND BEYOND 27
Bell 407

SPECIFICATIONS

Performance
Max Speed 140kts 259kph
Avg Cruise Speed 135kts 250kph
Max Range (30 min reserve) 268nm 496km
Fuel Capacity (128 gal) 870 lbs 395 kg
Fuel Consumption (51.5 gal/hr)
Seating Capacity 1pilot 6 Pax

CARGO AREA
Baggage Comp. .16ft³  .45m³
Rear Seat .85ft³  2.4m³

WEIGHT
Gross Weight 5,250lbs 2,386 kg
Basic Weight 3,016lbs 1,370 kg
Fuel reserve 175lbs 79 kg
Pilot 180lbs 82 kg
Operational Wt. 3,371lbs 1,531 kg

Payload Range See chart below
Baggage Comp. (max) 250lbs 113 kg
Minimum Helideck: 25’ x 25’ 5,000lbs 2,270kg

PAYLOAD RANGE

AIRCRAFT DIMENSIONS & EQUIPMENT
Powered by Allison 250-C47B gas turbine
Max Engine Power : 674 shp
Max takeoff Power : 630 shp

Aircraft Configuration
Avionics: Standard VFR including dual VHF, FM, TCAS, satellite tracking
Navigation: GPS
Emergency: Aircraft Floatation with two externally mounted rafts (can be deployed from inside or outside A/C); Life vest w light for each Pax; Emergency Locator Transmitter (ELT)
Bell 206L4

SPECIFICATIONS

Performance
Max Speed 130kts 241kph
Avg Cruise Speed 110kts 204kph
Max Range (30 min reserve) 266nm 492km
Fuel Capacity (111 gal) 755 lbs 342 kg
Fuel Consumption (38 gal/hr) 258 lbs 117 kg
Seating Capacity 1pilot 6 Pax

CARGO AREA
Baggage Comp. 16ft³ .45m³
Rear Seat 80ft³ 2.2m³

WEIGHT
Gross Weight 4,450lbs 2,018 kg
Basic Weight 2,600lbs 1,179 kg
Fuel reserve 129lbs 59 kg
Pilot 180lbs 82 kg
Operational Wt. 2,909lbs 1,320 kg

Payload Range
Baggage Comp. (max) 250lbs 113 kg
Minimum Helideck: 25' x 25' 5,000lbs 2,270kg

AIRCRAFT DIMENSIONS & EQUIPMENT
Powered by Allison 250-C30 gas turbine

Max Engine Power : 650 shp
Max takeoff Power : 490 shp

Aircraft Configuration
Avionics: Standard VFR including dual VHF, FM, TCAS, satellite tracking
Navigation: GPS
Emergency: Aircraft Floatation with two externally mounted rafts (can be deployed from inside or outside A/C); Life vest w light for each Pax; Emergency Locator Transmitter (ELT)
Sikorsky S-76

AIRCRAFT DIMENSIONS & EQUIPMENT
Powered by two Allison 250-C30S gas turbine
Max Engine Power : 650 shp - each
Max takeoff Power : 650 shp

Aircraft Configuration
Avionics: IFR configuration including dual VHF, FM, TCAS, satellite tracking and CVR
Navigation: GPS and weather radar
Emergency: Aircraft Floatation with two internally mounted life rafts; Life vest w light for each Pax; Emergency Locator Transmitter (ELT)

EXTERNAL DIMENSIONS
Length, Fuselage 43.37 ft 13.22 m
Length, T/R Turning 45.20 ft 13.78 m
Length, Both Turning 52.50 ft 16.00 m
Width, Fuselage 7.00 ft 2.13 m
Width, Widest Point 10.00 ft 3.05 m
Width, Landing Gear 8.46 ft 2.58 m
Height, Top, Rotor Hub NA ft NA m
Height, Top, Tail Fin 11.75 ft 3.58 m
Height, Top, T/R Arc 14.48 ft 4.41 m
Ground Clearance, Fuselage 1.00 ft 0.30 m
Ground Clearance, T/R Guard 6.50 ft 1.98 m

SPECIFICATIONS

Performance
Max Speed 150kts 277kph
Avg Cruise Speed 140kts 259kph
Max Range (30 min reserve) 404nm 749km
Fuel Capacity (281 gal) 1,897 lbs 860 kg
Fuel Consumption (85 gal/hr) 578 lbs 263 kg
Seating Capacity 2 pilot 12 Pax

CARGO AREA
Baggage Comp. 38 ft³ 1.08 m³

WEIGHT
Gross Weight 10,500lbs 4,763 kg
Basic Weight 6,950lbs 3,159 kg
Fuel reserve 300lbs 164 kg
(2) Pilots @180lbs 360lbs 136 kg
Operational Wt. 2,890lbs 1,303 kg

Payload Range See chart below
Baggage Comp. (max) 600 lbs 273 kg
Minimum Helideck: 30’ x 30’ 12,000lbs 5,450kg

PAYLOAD RANGE

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<th>Nm</th>
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<th>KM</th>
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Why RLC?

- Safety Focused Organization
- Strong Competitive Position with Growing Market Share
- World Class Fleet and Infrastructure Across the Gulf of Mexico
- Superior Customer Service
- Experienced Senior Management Team
- Highly Trained Personnel across the organization
RLC, LLC
430 N Eola Road
Broussard, LA 70518
337.837.6038

For your next flight contact:

John Gilley       Pat Milam
337.552.7831     504.616.5913
jgilley@rlcllc.net pmilam@rlcllc.net