



PetroSA

The Petroleum
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TO ALL INTERESTED PARTNERS

**ENQUIRY NO: RFI 001/2026 - AVIATION SERVICES (HELICOPTERS)
REQUEST FOR INFORMATION (RFI): APPOINTMENT OF AN AVIATOR FOR THE
PROVISION OF AVIATION SERVICES (HELICOPTERS) FOR PetroSA**

**Closing date: 29 May 2026 @ 11:00 (CAT)
Submit via tenders@petrosa.co.za**

1. Introduction

PetroSA seeks to engage a suitably qualified and experienced service provider for the provision of aviation services (helicopters) across its operational areas, with an emphasis on offshore platform operations in Mossel Bay.

The current primary aviation services contract is held by Indwe Aviation, which commenced on 06 December 2025 and remains valid for a period of three (3) years. Under this agreement, Indwe Aviation supplies two aircraft as stipulated in the contract terms.

PetroSA intends to launch a new tender process in the fourth quarter of 2026, aiming to appoint an aviation service provider whose operations will commence on 06 December 2028. The anticipated contract award date is set for the fourth quarter of 2027, ensuring adequate time for the mobilisation of aircraft, deployment of personnel, and fulfilment of all regulatory and operational requirements necessary for safe operations within South Africa.

Directors:

Interim Chairman: Mr Tembinkosi Bonakele;
Ms Brenda Moagi; Ms Ditsietsi Morabe
Group Chief Executive Officer (acting): Ms Nombulelo Tyandela
Group Chief Financial Officer (acting): Mr Linda Nene
Group Company Secretary: Ms Marlene Khumalo

2. Background

PetroSA is engaged in offshore gas production operations in the Southern Cape, extending up to 60 nautical miles from the shores of George and Mossel Bay.

PetroSA seeks aviation services from a qualified operator capable of supporting enhanced safety performance and operational efficiency for current and anticipated future gas production activities within the designated area.

The anticipated contract duration is five years, with an option for extension. The definitive determination regarding the duration will be made in accordance with recommendations arising from this RFI.

Operational activities will be based at the FA Platform (S 34 58.22 E 022 10.24) throughout the contract period. The FA Platform has a D-value of 22.2 meters and a t-value of 9.3 tons, with refuelling facilities available. During shutdown periods, the aviation provider may be required to deliver additional capacity to and from the FA Platform. Additionally, it is expected that offshore operations may temporarily increase due to contracted vessels visiting locations within PetroSA's operational area; however, specific details about these vessels are currently unavailable.

Aviation operations serving offshore facilities will originate from George Airport (FAGG), which supports both non-precision and precision approaches. Other land-based facilities requiring aviation services include the GTL Refinery near Mossel Bay and the George Hospital Helipad, managed by PetroSA. Jet fuel is supplied exclusively from underground tanks at the George Heliport; fuelling at the FA Platform and other listed areas is not permitted.

The primary base of operations during the contract will be located at George Airport (34°00'07.65"S and 22°22'28.63"S), and includes one hangar (approximately 1269 m²), office space (approximately 364 m²), and a designated controlled tarmac area for startup, shutdown, parking, and passenger handling. PetroSA holds a long-term lease agreement with ACSA for these facilities.

3. Brief Scope

The aviation service provider will be expected to deliver comprehensive aviation support for the transportation of PetroSA personnel and cargo to and from offshore facilities under both:

- Visual Flight Rules (VFR)
- Instrument Flight Rules (IFR)

The key operational requirement is to facilitate regular crew-change return flights between George Airport and offshore facilities within PetroSA's designated production area, primarily servicing the FA Platform located approximately 60 nautical miles offshore.

Additional services may include:

- Transportation of visiting personnel and contractors
- Provision of medical evacuation (Medevac) services
- Emergency Escape and Rescue (EER)
- Search and Rescue (SAR), as required

While flights will generally occur during daylight hours, the capability to conduct emergency operations at night may also be necessary.

4. Value Proposition and Contracting Models

PetroSA is undertaking market research to determine the most effective and cost-efficient contracting model for its aviation requirements. The company welcomes input from aviation operators and aircraft manufacturers to support this evaluation. Submissions may address the two models outlined below or propose alternative contracting models that best advance PetroSA's interests.

4.1. Ownership Model

In this arrangement, PetroSA would either purchase or lease aircraft directly from manufacturers or leasing companies, and an aviation operator would be responsible for handling both operations and maintenance of the planes.

Respondents are requested to share details regarding:

- The practicality and cost effectiveness of this model
- Instances where this model has been used effectively;
- Factors affecting its sustainability;
- Major risks and obstacles related to the approach;
- Suggestions for optimal contract durations to benefit all parties; and
- An in-depth summary of the advantages and disadvantages.

4.2. Fully Outsourced Service Model

This is the current operating model at PetroSA and includes, but is not limited to, the following requirements:

- i. Two (2) helicopters must be available at all times at the George Heliport for PetroSA operations.
- ii. Aircraft should not be older than fifteen (15) years.
- iii. The supplier must provide, maintain, and operate aircraft exclusively for PetroSA for the duration of the contract.
- iv. Services must be provided seven (7) days per week, in accordance with the agreed flying schedule.
- v. Aircraft operations must comply at all times with:
 - South African Civil Aviation Authority (SACAA) regulations;
 - The supplier's Air Operator Certificate (AOC);
 - Approved standard operating procedures (SOPs), safety manuals, and flight operations manuals; and
 - All applicable South African aviation laws and regulations.
- vi. Aircraft must be fully airworthy and correctly equipped for the duration of the contract.
- vii. Helicopter operations must comply with relevant Oil and Gas Producers (OGP) Guidelines.

5. Aircraft Types

Respondents are requested to recommend suitable aircraft types, with specific focus on:

- Aircraft age;
- Make and model; and
- Operational and cost efficiency over the anticipated contract period.

6. Mobilization & Execution Plan

- 6.1. PetroSA anticipates awarding the contract approximately 12 to 14 months before the commencement of operations.
- 6.2. Respondents are requested to propose a high level typical mobilisation and execution plan, which should address the following elements:
 - a) Aircraft mobilisation, including delivery timelines and methods;
 - b) Arrangements for flight crew and operational support during the mobilisation phase;
 - c) Operational procedures and training programs designed to meet both regulatory requirements and PetroSA standards;
 - d) Maintenance arrangements and establishment of suitable maintenance facilities;
 - e) Logistical support necessary for effective mobilisation and initiation of operations; and
 - f) Management and utilization of subcontractors throughout mobilisation and contract execution.
- 6.3. The plan must additionally include consideration of:
 - a) SACAA licensing and approval processes; and
 - b) Applicable legal and regulatory frameworks governing offshore, non-scheduled passenger, and cargo operations within South Africa.

7. Enquiries

All enquiries should be addressed to Ms Nesha Gaca at +27 44-601-3043 or at nesha.gaca@petrosa.co.za .

8. Submission Date & Time

Please submit your input, proposal or letter of interest, electronically via email to tenders@petrosa.co.za on or before 29 May 2026 @ 11:00 (CAT).

Kind Regards,

C Bunting
Head of Supply Chain Management