

Annexure B – Specification / Scope of Services

PROVISION OF HELICOPTER/S FOR AERIAL INSPECTION SERVICES OF THE PETROLEUM PIPELINE AND GAS PIPELINE SERVITUDE FOR TRANSNET PIPELINES' SOUTHERN PIPELINE ROUTE INCLUDING MPP 24" TRUNKLINE (PL1) FOR A PERIOD OF THREE YEARS

RFP NUMBER TPL/2022/01/0035/RFP

SCOPE OF SERVICES

The Service Provider is required to provide a helicopter with qualified pilot to fly the routes accompanied by two or four Transnet Limited inspectors

Normal Inspection Trips

Normal inspection trips will be made as specified in sub clauses (a) and (b) hereunder.

(a) Southern Sections of pipeline routes bounded approximately by the following points:

Durban - Ladysmith - Van Reenen – Bethlehem – Kroonstad - Volksrust - Quagga – Secunda – Standerton - Scheepersnek – Empangeni – Durban, to take place six times per year during months agreed to between Transnet Limited and the Service Provider.

The flight will be of two days duration (round trip) involving approximately 11¼ hours flying time per trip.

(b) Flight Plans of pipeline routes:

Flight Plan 1

DAY 1

Virginia – Durban – Mngeni - Hillcrest - Duzi – Howick – Mooi River – Ladysmith - Fort Mistake – Van Reenen – BV 35 – Ladysmith - Newcastle – Ingogo – Volksrust - BV50 - Quagga – Grey Goose

DAY 2

Grey Goose – Secunda – Standerton – Ingogo -Scheepersnek - Mahlabatini – Empangeni - Virginia Airport

Flight Plan 2

DAY 1

Virginia – Durban – Mngeni – Hillcrest – Duzi – Howick – Mooi River – Ladysmith - Van Reenen – Bethlehem – Kroonstad - Lavender Hills Estate.

DAY 2

Lavender Hills Estate – Bethlehem – Ladysmith - Fort Mistake – Newcastle - Ingogo - Volksrust - BV 50 – (Secunda) - Standerton - Quagga -Ingogo – Scheepersnek

DAY 3

Scheepersnek – Mahlabatini – Empangeni - Virginia Airport

Flight Plan 3 (As and when required due to product theft)

DAY 1

Virginia Airport – Durban – Mngeni – Hillcrest – Duzi – Mooi River – Ladysmith – Van Reenen – BV 35 – Ladysmith – Fort Mistake – Newcastle – Ingogo – Volksrust – BV 50 – Standerton – Quagga – Ingogo – Grey Goose

DAY 2

Grey Goose – Ingogo – Scheepersnek – Mahlabathini – Empangeni – Virginia Airport

Flight Plan 4 (As and when required due to product theft)

DAY 1

Virginia Airport – Durban – Mngeni – Duzi – Mooi River – Ladysmith – Van Reenen – BV35 – Ladysmith – Fort Mistake – Newcastle – Ingogo – Volksrust – BV 50 – Quagga – Ingogo – Scheepersnek

DAY 2

Scheepersnek – Mahlabathini – Empangeni – Virginia Airport

TRANSNET PIPELINE MPP TRUNK LINE (PL1)

DAY 1

Virginia Airport – Cutler (TM1) – Twini (PS1) – Bishopstowe (PS 3) – Claridge (Duzi) - Howick – Mooi River – Ladysmith (PS 5) – Van Reenen – Vrede (PS 7) – Warden (PS 8) - Jameson Park (TM2) - Rand Airport

DAY 2

Rand Airport – Vrede – Quagga – Newcastle – Isithebe (BV14) - Virginia Airport – Albert Luthuli Hospital (BV3 Gas) – Mngeni – Hillcrest – Cato Ridge (BV10) – Virginia Airport

Additional Inspection Trips

Additional inspection trips may be required from time to time to specific points along the pipelines or to other projects with which Transnet Limited are concerned. These additional inspection trips include ad-hoc aerial inspections due to product theft.

WORKS INFORMATION

WORKS INFORMATION DETAILED SCOPE OF WORK AND SPECIFICATIONS

PROVISION OF HELICOPTER/S FOR AERIAL INSPECTION SERVICES OF THE PETROLEUM AND GAS PIPELINE SERVITUDE FOR THE SOUTHERN PIPELINE ROUTE INCLUDING MPP 24" TRUNKLINE (PL1)

TPL/2022/01/0035/RFP

1. SCOPE OF WORK

Provision of helicopter/s for aerial inspection services of the petroleum pipelines and gas pipeline servitudes for the Southern Pipeline Route including MPP 24" Trunkline PL1 referred hereinafter to as the "Works", and any other work arising out of or incidental to the above, or required of the Service Provider for the proper completion of the Works in accordance with the true meaning and intent of the contract.

2. AVAILABILITY OF HELICOPTERS

Normal trips for the inspection of the pipelines will be arranged up front in December preceding the forthcoming calendar year. The planned dates to be confirmed in each case seven days before the trips take place. Normal trips to other stations will be arranged at least 72 hours in advance, unless an emergency occurs when the Service Provider will be required to co-operate to the best of his abilities.

The Service Provider shall endeavour to have a helicopter available at 24 hours' notice. It is not the intention that a helicopter be reserved for the sole use of Transnet Limited. When situations arise where the Service Provider has other work in the area during the period of a contractual trip, there will be no objection to his attending to these calls at his own expense, providing that Transnet Limited has first call on the machine and is not in any way inconvenienced or delayed. The cost incurred by any such delays will be to the Service Provider's account.

3. TYPE OF HELICOPTERS AND DETAILS OF EQUIPMENT

A turbine-powered helicopter shall be used and must be capable of accommodating the pilot, **four passengers, with all their personal luggage** and refuelling kit. When a need arises, a turbine-powered helicopter that can accommodate **a pilot and six passengers** should be used as and when required. The price schedule has therefore made provision for both type of helicopters.

The Tenderers shall supply full details of the types of helicopters that are proposed for the execution of these services. These details shall cover the seating capacity, cruising speed, range, maximum payload and general performance.

The below are the typical helicopter requirements that Transnet requires:

Minimum Range	Minimum payload	Seating Capacity
240Nm	Should be able to accommodate a minimum of 600kg personnel and luggage	Helicopter Type for Normal Inspection: 1 + 4 Helicopter Type as and when required: 1 + 6

Transnet Limited reserves the right to nominate the type of helicopter to be used on a particular operation. However, if in the opinion of the Service Provider, the helicopter selected is not suitable on account of adverse weather conditions or the nature of the operation, the Service Provider shall decide on the most suitable helicopter to use.

Should Transnet Limited require the nominated or selected type of helicopter, the Service Provider shall supply full details of the type, range and frequencies of operation of all radiotelephone equipment installed in the helicopters. It is essential that the helicopters can communicate with control points from any point on the proposed routes. The Service Provider shall supply a working, audible two-way intercom headset system. **Compliance certificates are required for the headsets per helicopter proposed to be used. Written confirmation of this requirement must be submitted as a returnable document.**

Safety and survival equipment and procedures for the operation must comply with the regulations promulgated in terms of the Aviation Act (Act 74 of 1962 and any amendments thereto); the conditions imposed by the National Transport Commission in respect of the use of helicopters in the conditions pertaining to this type of operation; and the procedures prescribed in the Operations Manual as approved by the Commissioner for Civil Aviation.

4. CONDUCT OF FLIGHT

- (i) The conduct of all flights shall be the direct and sole responsibility of the pilot in command.
- (ii) Whilst it is appreciated that training of pilots is necessary and has to be undertaken, such training shall be restricted to normal route familiarisation and no manoeuvres will be carried out to endanger or unsettle any passenger aboard.
- (iii) As pipeline inspections require special attention to the manner in which the flight is conducted the attached Transnet Pipelines Pipeline Inspection Manual is to be included in the "Special Conditions of Contract".

5. EXPERIENCE OF THE PILOT

The pilot shall be a fully licensed experienced helicopter pilot and shall have a good knowledge of conducting **Aerial inspection** and shall be familiar with the conditions and hazards related to aerial inspection such as power lines, inclement weather, traversing non-open ground etc. Tenderers must submit a list of all the pilots together with their experience as helicopter pilots, who will be employed on this contract. Pilots shall have a minimum of 1 000 hours normal flying time on helicopters and minimum of 200 hours aerial inspection flying time.

NB: The pilots of the successful tenderer will be required to do a minimum of 3 reconnaissance flights of the **Aerial inspection on the Servitude** before they will be permitted to undertake a scheduled inspection flight.

6. **COMMENCING POINTS AND FLIGHT ARRANGEMENTS**

Inspection trips for the pipelines will start from Durban. In the case of the routes, please refer to the Flight plans on pages 2 and 3 herein.

7. **NON-ROUTINE TRIPS**

Where Transnet Limited requires to conduct additional trips outside the scope of this contract such trips shall be conducted under the terms and conditions as applicable to routine trips except where fuel supplies are not readily available and in such instances, Transnet Limited will transport the fuel for or by road.

8. **OPERATOR'S S BASE**

The tenderers shall state their base of operation and the service depots they propose to use. It is recommended that the base of operation is within Durban Locality. **Written confirmation of this requirement must be submitted as a returnable document showing proposed base of operations and service depots other than the ones within Durban.**

9. **COST OF OPERATIONS**

The Service Provider shall be responsible for all costs involved in the operation of the helicopter, including fuel, oil, maintenance, pilot's salary and disbursements, airport charges and whatever other expenses necessarily incurred in providing the service required except in the event of non-routine trips.

10. **FUEL SUPPLY & LOGISTICS**

The Service Provider shall be responsible for the provision and supply of fuel at refuelling points along the routes and tenderers shall state in their tender what depots/airfields are available to them along the routes. The Service Provider should provide a suitable trolley and fuel pump at fuelling stations.

SCOPE OF WORK – SERVITUDE INSPECTION MANUAL

PROVISION OF HELICOPTER/S FOR AERIAL INSPECTION SERVICES OF THE PETROLEUM PIPELINE AND GAS PIPELINE SERVITUDE FOR TRANSNET PIPELINES' SOUTHERN PIPELINE ROUTE INCLUDING MPP 24" TRUNKLINE (PL1) FOR A PERIOD OF THREE YEARS

TPL/2022/01/0035/RFP

TRANSNET PIPELINES SERVITUDE INSPECTION MANAUL

1. GENERAL

To comply with the ASME codes and various other operational requirements, Transnet Pipelines fly a helicopter patrol of the pipelines at scheduled intervals. These intervals may change in accordance with the rate of development around our pipeline servitudes.

The lines are divided into two sections and are inspected respectively by aircraft out of Durban and Gauteng.

The general purpose of the inspection is to:

1. Inspect servitudes for encroachments.
2. Inspect servitudes for erosion.
3. Inspect servitudes for exposed pipelines.
4. Inspect for any activity on or around the servitude that may affect the normal pipeline operation.
5. Inspect the pipeline route and distance markers for above ground equipment for visibility.

2. DATES FOR INSPECTION

Set by Transnet Pipelines under terms of contract. Dates are deliberately varied a little each month so as not to become too routine. Should the Service Provider find any dates unsuitable for any reason, a minimum of **48 hours'** notice should be given to Transnet Pipelines so that alternative arrangements can be made.

3. INSPECTION CREW

A pilot and two to four members of Transnet Pipelines carry out inspection. It is normal for one member of Transnet Pipelines to fly the entire sector route. The second Transnet Pipelines inspector will fly only his own section and a rotors running crew change will be carried out at predetermined locations as sections are completed.

To enhance the communications between pilot and passengers, headsets are provided and must be worn by all on board the helicopter. The Service Provider shall supply a working, audible two-way intercom headset system. This equipment must be complying with the relevant Health and Safety Regulations and compliance certificates to be presented to TPL.

The relevant Servitude Supervisor is to ensure logging of all anomalies relating to the servitude as SAP Defects.

4. **INSPECTION PROCEDURE**

4.1 **Helicopter Crew**

Pilot	- Pilot's seat
Inspectors (TPL)	- Left front and left back seats
Additional passenger/s	- Middle and Right back seat/s

4.2 **Height**

The normal height for inspection is 80 to 150 feet (24 to 45 metres) above ground level. This may vary as terrain and obstacles dictate. At no time should inspection be carried out at a height below which minor lines, such as domestic electricity and telephone, may be struck.

4.3 **Speed**

The standard flight plan speed is 80 mph (130 km/h) ground speed.

It is understood that this speed may be reduced where many changes in direction are required in order to facilitate adequate inspection, or where the servitude traverses non-open ground, i.e. speed should be such that adequate inspection is possible.

4.4 **Flight Profile Position**

The aircraft should normally be flown on the starboard side of the pipeline servitude at such a distance as to allow both inspectors a clear view of the entire servitude. In some instances such as traversing forest areas, it may require flying to port of the servitude or even directly overhead.

4.5 **Power Lines**

The section inspector carries up to date line books of the pipeline route and will warn the pilot of the impending crossing of H.T. lines. This is done with a sweeping hand signal pointing out the lines. This should be done approximately 500 to 800 metres before the crossing.

NOTE:

This signal should be absolutely categorical in its nature so as not to be confused with indications of the pipeline route if giving assistance to the pilot in the following

of the line in difficult areas such as sugar cane fields where no visual servitude exists.

While inspectors of Transnet Pipelines will assist the pilot as to the location of power lines, it remains the pilot's sole responsibility to avoid them. No responsibility shall accrue to Transnet Limited.

4.6 Turning Back

Should it be required to turn back for a more detailed inspection of a specific location, the normal procedure shall be to climb straight ahead to above H.T. power line levels before the turn commence.

4.7 Engine Failure

Should engine failure occur at inspection height the normal procedure should be "an engine off landing straight ahead, flaring to reduce forward speed prior to ground contact". A turn of up to 20° port or starboard may be considered if this terrain offers a better landing area. Turns into wind in excess of 20° should not be attempted.

4.8 Visibility

Inspections should not be carried out in conditions of poor visibility. Any form of precipitation on the windshield should be avoided. Cleaning of both front windshields of insect smears should be carried out at every opportunity. The final decision whether to continue with the inspection, or not, rests with the pilot, in cases of poor visibility.

NOTE 1

Power lines, markers, indicators and all other obstacles are more visible with the sun behind the aircraft (down sun).

NOTE 2

It is recommended that regular eye focal length adjustment be made. This can be achieved by focusing on a spot in the distance then following the line back to the aircraft ending up with an instrument scan. This has the effect of increasing the likelihood of spotting obstacles by bringing them through the focal range of the eye.

4.9 Pilots Requirements

Pilots must comply with minimum SA Aviation Authority/Civil Aviation Regulations, have valid Pilot licences. A pilot must have conducted aerial inspection at least three times as an observer prior to assuming the Captain's responsibility on an inspection.

4.10 **Post Flight Pilot's Report**

The pipeline inspection report should be filled out on completion of each inspection. Anything of interest or more especially that which could affect the safety of the aircraft and its occupants should be noted and a copy of this report sent to the Chief Technical Officer, Transnet Pipelines, for her attention.

Special note should be made of the erection of new power lines and the progress being made at each inspection.

4.11 **Fuel**

The Service Provider will arrange for transport of fuel at predetermined locations in the event of non-routine trips. Standard Company procedures to be followed for re-fuelling. It is the Service Provider's responsibility to ensure that sufficient fuel is supplied and stored at strategic refuelling points to ensure minimal delays to scheduled flights.

4.12 **Aircraft Away Kit**

Should include:

1. Spare oils
2. Cleaning materials
3. Sufficient tools to carry out minor field inspection or deal with chip warnings
4. Electric fuel pumps if required and water finding-paste
5. Ground handling wheels if the aircraft can be wheeled under cover for a night stop.

4.13 **Flight Planning and Reporting Procedures**

To ensure prompt action in the event of an emergency, a flight plan indicating the route, dates and times, and any other relevant information must be prepared for the proposed inspection.

It is essential that the procedure of circling stations enroute to allow visual contact to be established between the helicopter and the designated officer in charge of the station be followed. The officer of the station will then contact the Transnet Pipelines Master Control giving actual time at his station. Master Control will advise the next station of ETA of helicopter, at that depot.

4.14 **Aircraft Overdue Action**

4.14.1 These procedures are based on the laid down reporting procedure between the stations enroute the pipeline.

4.14.2 Search and Rescue Phases

Search and rescue phases are designated as follows:

(a) Uncertainty phase (abbreviation UNCERFA) - a situation wherein uncertainty exists as to the safety of the aircraft and its occupants.

- (b) Alert phase (abbreviation ALERFA) - a situation wherein apprehension exists as to the safety of the aircraft and its occupants.
- (c) Distress phase (abbreviation DETRESFA) - a situation wherein there is a reasonable certainty that the aircraft and its occupants are threatened by grave and imminent danger or require immediate assistance.

4.14.3 UNCERFA

This phase is declared when:

- (a) No call on schedule.
- (b) The helicopter is known or believed to be subject to irregular operation, i.e. when it is:
 1. Not following the correct track or maintaining the correct flight level
 2. Not in normal communication
 3. Unable to use appropriate navigational aids
 4. Experiencing hazardous weather conditions
 5. Experiencing impaired operating efficiency but not to the extent that the flight cannot be completed.

ACTION:

Transnet Pipelines Pump Station expecting aircraft shall

- (a) Check overhead time at last pump station
- (b) Confirm ETA over own station
- (c) Advise relevant MCC (Transnet Pipelines) of aircrafts late arrival
- (d) Pass on as much information as available.

4.14.4 ALERFA

This phase will be declared when:

- (a) No call after an additional 30 minutes and subsequent attempts to establish communications have failed to reveal any news of the helicopter
- (b) Information has been received which indicates that the operating efficiency of the helicopter has been impaired but not to the extent that a forced landing is likely
- (c) The helicopter is known to be operating in other than normal circumstances or is lost and there is reason to believe that in consequence, the safe conduct of the flight is in jeopardy.

ACTION:

The relevant Manager (Transnet Pipelines) will:

- (a) Contact helicopter base and advice of current situation
- (b) Contact ESKOM and establish if any power failures reported in area of aircraft operations
- (c) Contact MCC, Transnet Pipelines Head Office.

Helicopter base will:

- (a) Advise SAAF of situation and suspected location;

- (b) Through ATC, attempt to communicate with aircraft using relay on unmanned frequency for area and 121.5 MHz

4.14.5 DETRESFA

This phase will be declared when:

- (a) No contact after ETA plus 60 minutes
- (b) Information is received which indicates that the operating efficiency has been impaired to the extent that a forced landing is likely
- (c) Information is received which indicates that the helicopter is about to make, or has made, a forced landing, or crashed.

ACTION

The relevant Manager (Transnet Pipelines) will:

- (a) Send out search parties by vehicle from pump stations on either side of suspected helicopter location
- (b) Advise local police and ambulance units
- (c) Advise Head Office Transnet Pipelines.

Helicopter base will:

1. Actuate or call on the SAAF to render assistance
2. Send off own aircraft to search suspected helicopter location.

SCOPE OF WORK – PILOT’S REPORT

PROVISION OF HELICOPTER/S FOR AERIAL INSPECTION SERVICES OF THE PETROLEUM PIPELINE AND GAS PIPELINE SERVITUDE FOR TRANSNET PIPELINES’ SOUTHERN PIPELINE ROUTE INCLUDING MPP 24” TRUNKLINE (PL1) FOR A PERIOD OF THREE YEARS

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TRANSNET PIPELINES PROCEDURES FOR PIPELINE INSPECTION INSPECTION TRIPS BY HELICOPTER

1. CONTROL AND TRIP ARRANGEMENTS

- (a) Inspection trips by helicopter are controlled by the Servitude Supervisor, who must be contacted timeously concerning trip requirements.
- (b) No inspection trip by helicopter may be arranged or undertaken without prior authorisation of the Servitude Supervisor.
- (c) The officer responsible for arranging the trip must make arrangements for transport to and from the helicopter landing area prior to the commencement of the trip.
- (d) The officer in charge of the party undertaking the trip must sign the pilot's log sheet for the trip, thereby acknowledging the correctness of the entries by the pilot in respect of the number of passengers and the point-to-point flying times.

2. FLIGHT PLAN AND REPORTS

- (a) A flight plan indicating the route, dates and times, and any other information concerning the proposed trip, must be lodged with the MCC, Transnet Pipelines Head Office, by the officer responsible for arranging the trip prior to commencement of a routine inspection trip.

The flight plan gives estimated flying times between stations but the Co-ordinating Officer (Transnet Pipelines) must calculate the expected time of arrival for the next check point from the actual times of departure at the previous point.
- (b) The Co-ordinating Officer (Transnet Pipelines) must warn the next destination station en route of the approach of the helicopter, and furnish the expected time of arrival.
- (c) Upon arrival at a destination the helicopter will circle the station site once.
- (d) The person delegated thereto by the officer in charge of the station, who will be aware of the expected time of arrival, must, upon hearing, or sighting, the helicopter overhead, place himself in a conspicuous position easily recognisable from the air, and by a wave of the arm with suitable coloured flag signal acknowledgement to the occupants of the helicopter that

he is aware of their presence, whereupon the pilot in command of the helicopter will continue with the flight, i.e. if it is not intended to land. A white flag indicates "all is well and the helicopter may proceed", whereas a red flag indicates that the helicopter must land and communicate with the depot staff before proceeding.

- (e) If no signal of recognition is made by the station staff member concerned, or observed by the pilot, the helicopter will circle the station site a second time before proceeding on normal flight to the next destination station enroute.
- (f) Within five minutes of sighting the helicopter and signalling acknowledgement thereof by a wave of the arm, the station staff member must report to the Co-ordinating Officer (Transnet Pipelines) the actual times of arrival and/or departure of the helicopter.
- (g) It is essential that the employee delegated to the duties as described in sub paragraphs (d) and (f) hereof, complies with the requirements as set out. If indoors when hearing the helicopter overhead he must proceed outdoors and act in terms of the procedure laid down.
- (h) As soon as possible after the termination of the inspection trip, the defects noted must be logged into the SAP system.
- (i) An ALERT phase will commence if the helicopter has not landed or been sighted after 30 (thirty) minutes of the notified expected time of arrival at the destination. The most senior employee on duty at the landing site must thereupon inform the MCR, Transnet Pipelines Head Office that the helicopter is overdue. The MCC (Transnet Pipelines) must immediately notify the Chief Executive Officer, (Transnet Pipelines), the Chief Technical Officer (Transnet Pipelines), and the Operations Manager (Transnet Pipelines) or, in his absence, his deputy, that the ALERT phase has become operative.
- (j) A DISTRESS phase will commence if the helicopter has not arrived after 60 (sixty) minutes of the notified expected time of arrival at the destination. The most senior employee on duty at the landing site must thereupon inform the MCC, Transnet Pipelines Head Office of the position, who in turn, must notify the Chief Executive Officer (Transnet Pipelines), the Chief Technical Officer (Transnet Pipelines), and the Operations Manager (Transnet Pipelines), or his deputy, that the DISTRESS phase has been declared.
- (k) When a DISTRESS phase has been declared, the Chief Executive Officer (Transnet Pipelines), or his Deputy, will decide whether a rescue team should embark on a ground search, and in addition to taking whatever other steps considered necessary, arrange for the MCC, Transnet Pipelines Head Office to inform the helicopter hire Service Provider per telephone that a DISTRESS phase has become operative, indicating details of the action being taken.

Telephone numbers, for normal business as well as those for after office hours, and names of the officials of the helicopter hire Service Provider to be contacted, must be obtained and furnished by the relevant Servitude Manager (Transnet Pipelines) to the Chief Executive Officer (Transnet Pipelines) for distribution at the commencement of each fresh helicopter hire contract.

3. EMBARKATION, DISEMBARKATION AND LOADING OF HELICOPTER

- (a) Upon the approach of the helicopter, personnel must stand well clear, i.e. at least 20 (twenty) metres from the landing area.
- (b) No person may approach the helicopter until the occupants thereof are in the course of disembarking.
- (c) Where it is not operationally possible to stop the rotors, personnel intending to approach the helicopter must position themselves to the right of the pilot so that they are visible to him at all times, and await the "proceed" signal in the form of a "thumbs-up" sign from the pilot in command of the aircraft before proceeding.

- (i) No person is permitted to climb out or attempt to climb out of the helicopter until authorised to do so by the pilot.
 - (ii) Upon leaving or approaching the helicopter, passengers must keep well clear of the tail rotor, and keep their heads down until clear of the main rotors.
- (d) Loading and unloading of the helicopter may be undertaken only under the supervision of a member of the helicopter crew.
- (e) Unless authorised by the pilot in command of the helicopter, smoking or the striking of matches and/or cigarette lighters on board or in the vicinity of the helicopter is prohibited.
- (f) The pilot is at all times in sole command of the helicopter, whether or not the engine is running.
- (g) The use of cell phones is prohibited in, or in the vicinity of, the helicopter, unless with the express permission of the pilot.

SCOPE OF WORK – PILOT’S REPORT

PROVISION OF HELICOPTER/S FOR AERIAL INSPECTION SERVICES OF THE PETROLEUM PIPELINE AND GAS PIPELINE SERVITUDE FOR TRANSNET PIPELINES’ SOUTHERN PIPELINE ROUTE INCLUDING MPP 24” TRUNKLINE (PL1) FOR A PERIOD OF THREE YEARS

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TRANSNET LIMITED PIPELINES PILOT’S REPORT – GENERAL

DATES OF INSPECTION _____

Scheduled _____

Action _____

Reason for change if applicable _____

Aircraft used _____

Total Hours flown _____

Pilot _____

Servitude Supervisors, Transnet Pipelines

SAFETY

1. New transmission lines. Specify section and mile marker preceding.

2. Any other new hazard that may affect safety.

1. Inter-personnel communication within the aircraft.
NOTE: Any communication breakdown that may affect safety so that it can be discussed and rectified.

2. Any incident.
NOTE: If incident is late sighting of any hazard please note location.

SIGNED: _____

PILOT

- Copy: 1. Transnet Pipelines Head Office File
2. Relevant Servitude Supervisors file (Transnet Pipelines) applicable.