

**Chief Safety Officer Decision**  
**(Application for Substitution, Equivalency, or Exemption)**

**Date:** MAY 2, 2017

**C-NLOPB Reference:** 2017-RQ-0025

**Applicant:** Transocean Offshore (Canada) Services Ltd.

**Applicant Reference:** TBR-RQ-022

**Installation Name:** MODU Transocean Barents

**Authority:** *Canada-Newfoundland and Labrador Atlantic Accord Implementation Act, subsection 151(1) & section 205.069*  
  
*Canada-Newfoundland and Labrador Atlantic Accord Implementation Newfoundland and Labrador Act, subsection 146(1) and section 201.66*

**Regulation:** Subsections 5(1) of the *Newfoundland Offshore Petroleum Installations Regulations*

**Decision:**

The Chief Safety Officer accepts the Applicant's, the owner for the Transocean Barents, proposal to use the Civil Aviation Authority CAP 437 *Offshore Helicopter Landing Areas – Guidance on Standards* for the design and construction of the heli-deck in lieu of Transport Canada's TP 4414, *Guidelines Respecting Helicopter Facilities on Ships* as referenced in the regulations. This is consistent with the C-NLOPB Interpretation Note 11-01 "Supplementary Guidance" issued May 31, 2011.

  
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Chief Safety Officer (Acting)