



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

**Date:** 2020-Jun-09 | 11:48:51 AM NDT

**C-NLOPB Reference:** 2019-RQ-0029

**Applicant:** Diamond Offshore Drilling Inc.

**Applicant Reference:** OGW-003-PIR Rev1

**Installation Name:** *Ocean GreatWhite*

**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 approves the Applicant's, the owner of the *MODU Ocean GreatWhite*, use of the Civil Aviation Authority *CAP 437 Offshore Helicopter Landing Areas – Guidance on Standards* for the design and construction of the helideck in lieu of the requirements in Subsections 5(1) of the *Newfoundland Offshore Petroleum Installations Regulations*, which references Transport Canada TP 4414 guidelines.

This regulatory approval has been approved with the following conditions:

1. Prior to operations in the this jurisdiction, the owner will install a rope like landing net over the helideck that is considered acceptable under CAP 437.
2. The helicopter service provider shall inspect with satisfaction the helideck and required area prior to operations as per letter of acceptance for the helicopter deck facilities.

This Decision is effective from the date of issuance herein until the earlier of:

- a) the date a Regulation referenced herein is repealed or the date a particular subsection that is the object of a substitution or exemption being granted hereby is amended or replaced, or
- b) the date on which the CSO and /or CCO (as applicable) revokes this Decision as a result of i) any enforcement action by the Board related to this Decision or ii) new information or analysis coming to light challenging the assessment upon which this Decision was based, including but not limited to any changes to commitments made by the Applicant in its application.

For greater certainty, Chief Safety Officer will no longer have authority under the Accord Acts to grant exemptions for Part III.1 transitional regulations once they are repealed.

DocuSigned by:

A handwritten signature in black ink, appearing to read 'Pat O'Connell'.

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Chief Safety Officer