

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

**Date:** 28 January 2020

**C-NLOPB Reference:** 2019-RQ-0045

**Applicant:** Stena Drilling Ltd.

**Applicant Reference:** SIM-RQ-019-003-R1

**Installation Name:** MV Stena IceMAX

**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:** *Subsection 5(1) of the Newfoundland Offshore Petroleum Installation Regulations*

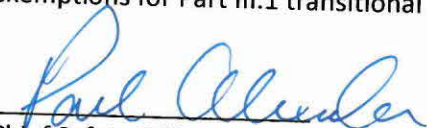
**Decision:**

The Chief Safety Officer accepts the Applicant's, the owner for the Stena IceMAX, proposal to use the Civil Aviation Authority CAP 437 *Offshore Helicopter Landing Areas – Guidance on Standards* for the design and construction of the helideck 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.

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- a) the date a Regulation referenced herein is repealed or the date a particular subsection that is the object of a substitution or exemption being granted hereby is amended or replaced, or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longer have authority under the Accord Acts to grant exemptions for Part III.1 transitional regulations once they are repealed.

  
Chief Safety Officer