



**Chief Safety Officer Decision (Regulatory Equivalence)**

**Date:** March 12, 2014

**C-NLOPB Reference:** 2014-RQ-0006

**Applicant:** Helix Well Ops UK Ltd.

**Applicant Reference:** SKC-IR-002

**Installation Name:** Skandi Constructor

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

**Regulation:** *Sub-section 5(1) of the Newfoundland Offshore Petroleum Installations Regulations*

**Decision:**

The Chief Safety Officer accepts the Applicant, the owner for the Skandi Constructor, having used the Civil Aviation Authority CAP 437 *Offshore Helicopter Landing Areas* standard for the design and construction of the helideck on the Skandi Constructor 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 and the Safety Directive issued by the C-NSOPB April 20, 2010 regarding the specific use of CAP 437 for offshore helideck standards.

  
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Chief Safety Officer