

# HELICOPTER LANDING AREA CERTIFICATE

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**Maran Amundsen**

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The above-named helideck has been inspected in line with ICAO Annex 14 Vol. 2 and national guidelines including UK CAA CAP 437 and NCAA BSL D 5-1 for offshore helidecks.

The helideck has been found suitable for helicopter operations subject to:

1. non-compliances and restrictions as may be listed on the accompanying Helideck Information Plate; and,
2. authorisation by the helicopter operator.

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|--------------------------------|------------------------------------|
| <b>OPERATING COMPANY:</b>      | Maran Shuttle Tankers Norway<br>AS |
| <b>INSPECTION DATE:</b>        | 01 Nov 2023                        |
| <b>CERTIFICATE TYPE:</b>       | Full                               |
| <b>CERTIFICATE ISSUE DATE:</b> | 22 May 2024                        |
| <b>VALID UNTIL:</b>            | <b>07 Dec 2025</b>                 |

**Notes:**

1. This certificate is non-transferable and may not be replicated or used by any 3<sup>rd</sup> party without express permission of HCA.
2. The certificate holder is responsible for ensuring that the helideck, its environs and related equipment are at all times fit for purpose and that the helideck crew are suitably qualified, equipped, trained and competent in the exercise of their duties.
3. This certificate shall cease to be valid if:
  - › Changes of ownership or name of asset are made without notification to HCA.
  - › Changes to the helideck, its environs and/or related equipment are made without prior agreement of HCA.
  - › Levels of Helideck crew qualifications/competency are not maintained to the levels described in the OEUK Guidelines for Management of Helideck Operations or suitable alternative standards.
4. Any proposed changes to the helideck must be notified to HCA along with drawings in plan and elevation with photographs where possible, particularly when such changes concern:
  - › Modification to asset physical characteristics within the 150°, 210° and 180° falling gradient obstacle protected surfaces; and/or structural modifications to other areas of the asset that may affect or alter the airflow or turbulence experienced over the helideck
5. The Norwegian 1.25D requirement is only relevant to vessels constructed (keel laid) after 1 January 2008.

**Issued By:**



Louise Andrew  
**Administrator**

**Authorised By:**



Dave Rae  
**Managing Director**

**On behalf of Helideck Certification Agency Limited**