BASECAMP HELICOPTER PVT. LTD.
(Formerly known as Manang Air Pvt. Ltd.)

SAFETY BULLETIN 2026

Issue-I/ January 2026

SAFETY BULLETIN

MESSAGE FROM ACCOUNTABLE MANAGER

Dear Team,

As we begin 2026, I would like to state that we have updated the Company name to Basecamp Helicopter Pvt. Ltd. The changed name is a step for strategic plan of the Company for the economic, efficient and safe Helicopter operations. The legacy of the continuity of the long run sustainable company with the updated name is the main challenges for us. On behalf of the top management I would like to commit safety as our top priority and the foundation for the company operation.

We learnt various lessons from the past. The strategic changes has been incorporated to the company affairs. We are focusing to the enhanced training programs. We have facilitated various organizational areas for the enhancement of safety and quality. The company management is committed to adapt emerging modern technologies and system.

The publication of safety bulletin is an effort to communicate our safety objectives, system and achievements to the various stakeholders. I would like to urge all company personnel to take the safety as a culture, Develop the safety as an inherent part of the profession. Put the safety in front for accomplishment of each and every action and task.

Mr. Rom Harsha Shrestha
Chief Executive Officer
(Accountable Manager)

★★★★★★★★★★

ABSTRACT

This bulletin is an effort to communicate the safety information. The regular publication is an effective contributor for aviation safety. The bulletin provides essential safety information and promotes awareness among all personnel to support a proactive safety culture.

On behalf of Basecamp Helicopter, we would like to thank all aviation stakeholder for their valuable feedback, suggestion to enhance safety in our company operations.

BRIDGING EASA & CAAN REGULATIONS

By: Er. Digamber Pd. Rajbhandari

Globally EASA regulatory framework represents one of the most comprehensive and rigorous aviation safety governing all aspects of civil aviation safety across European member states and several associated countries. EASA has developed an integrated regulatory system covering aircraft design and manufacturing, maintenance organizations, continuing airworthiness management, flight operations, pilot licensing, and air traffic management. The EASA framework is harmonizing the regulation with national regulations into a unified system which facilitates aviation regulation across borders while maintaining the highest safety standards. Nepal's aviation sector operates in one of the most challenging environments. (Cont. in page 2)

THE BENEFITS OF SAFETY REPORTS

By Ms. Nisha Bhusal

A safety reports provides significant benefit to identify hazards, operations risk, unsafe conditions and operational weakness before they escalate into accident or incidents. It improves overall workplace and operational safety by highlighting unsafe behaviors and recurring issues that need attention. ………. (Cont. in page 3)

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Safety Reporting and Feedback

Your voice matters. If you encounter hazards or have ideas for safety improvements, report them immediately via our Safety Reporting Form available at www.basecamphelicopter.com or email safety@basecamphelicopter.com

Together, we can make 2025 a landmark year for safety, ensuring that every flight is secure, efficient, and successful.

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BRIDGING EASA & CAAN REGULATIONS

Cont. from pg. 1

The country's fleet includes aircraft ranging from small single-engine helicopters conducting mountain rescue and tourism operations to larger commercial aircraft serving domestic and international routes. This operational complexity creates a unique regulatory in CAAN context but remaining within the European regulation. The EASA regulatory framework was developed in a context of mature aviation industries, extensive infrastructure networks, abundant technical resources, and established training systems—conditions that differ significantly from Nepal's aviation environment. As CAAN works to implement EASA-aligned regulations in NCAR Part-145 (Maintenance Organizations), NCAR Part-M (Continuing Airworthiness), NCAR Part 66, and NCAR Part-147, with the standards adopted directly in consistent with EASA regulation, and where possible modifying to suit Nepal operating environments

The Adoption vs. Adaptation Dilemma

The central challenge facing CAAN lies in determining which EASA regulations should be adopted wholesale and which require adaptation to Nepal's unique aviation environment. Direct adoption ensures consistency with international standards and facilitates recognition by foreign authorities, but may the direct adoption of EASA regulation impose impractical requirements with Nepal's infrastructure limitations, geographic challenges, and resource constraints. This dilemma is particularly acute in Part-145 and Part-M regulations. While EASA's comprehensive requirements for maintenance organizations, operations and airworthiness management provide robust safety oversight, their implementation in Nepal's context characterized by mountainous terrain, limited maintenance infrastructure, and relatively small fleet sizes requires careful calibration.

!!! Instructor Authorization!!!

Congratulation to Certifying Staff Mr. Krishna Vikash for achieving ground instructor authorization from company ATO

Technical and Infrastructure Challenges

Nepal's unique operational environment creates specific challenges for EASA regulation implementation. The limited availability of NCAR Part-145 approved maintenance organizations within Nepal means that operators often face the challenges in carrying our major inspection and repairs either at outside or hiring Hangar facility from limited resources. Technical training and competency standards present another significant challenge. EASA's stringent requirements for certifying staff, continuation training for Part-145 personnel, assume access to manufacturer training facilities or CAAN approved personnel at Kathmandu.

Regulatory Capacity and Oversight Challenges

It seems CAAN faces considerable challenges in developing the regulatory capacity necessary to implement and oversee EASA-aligned standards effectively. The complexity of EASA regulations also create challenges for industry compliance. NCAR Part-145 and NCAR Part-M requirements involve extensive documentation systems, including maintenance organization expositions (MOE), continuing airworthiness management expositions (CAME), and approved maintenance programs (AMP). In addition to annual audit program, CAAN should carry out oversight of the effectiveness implementation of these procedural documents to ensure that highest standards are always maintained by operators.

Economic and Market Access Considerations

The economic implications of EASA regulation adoption are substantial. Compliance with EASA standards typically requires investment. The greater costs that may affect the maintenance work performed in Nepal, acceptance of Nepali airworthiness certificates, and the ability of Nepali operators to lease or operate foreign-registered aircraft, so the substantial regulatory harmonization with EASA is very important.

Company ATO is functioning for ITR Training for Pilots.

Pragmatic Harmonization

Addressing the challenges requires a strategic approach that balances international alignment with practical implementation. CAAN should prioritize direct adoption of safety-critical EASA requirements while allowing pragmatic adaptations (national variance) in areas where Nepal's operational context genuinely differs from European norms. This approach might include:

Risk-Based Adaptation:

Modifications to EASA standards should be based on rigorous safety risk assessment, ensuring that any adaptations maintain equivalent safety outcomes through alternative means appropriate to Nepal's context.

Capacity Building Partnerships: CAAN should work in close collaboration and partnership with operators of Nepal aviation potentially focusing on training and lesson learn basis before CAAN come out with certain directives and circular in view of practical viability but not compromising safety.

Industry Engagement: Regular consultation with Nepali operators can identify genuine implementation challenges and develop practical solutions that maintain safety standards while acknowledging operational realities.

Conclusion: The adoption and adaptation of EASA regulations by CAAN represents a critical evolution in Nepal's aviation safety oversight. Success requires strategic prioritization, pragmatic adaptation in close consultation with EASA frame work, CAAN and operators in Nepal. The journey toward full EASA harmonization should be gradual, but each step enhances both airworthiness and safety in recognition with international competitiveness of Nepal's aviation industry.

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UNDERSTANDING OF HUMAN ERROR

By Er. Posraj Khadka

Human error should not be seen as the sole cause of accidents, but rather as an indication that something in the system did not fully support the person at that moment. Mistakes from peoples with good intention to the job can occur due to operational pressures such as time constraints, workload, fatigue, weather challenges, limited resources or unclear procedures. Even competent personnel are not immune to error, as human limitations are a normal part of any operation. Real safety improvement comes not from blaming individuals, but from understanding why a particular action seemed reasonable at the time and identifying areas where systems, processes, or support can be strengthened. Frontline personnel often serve as the final safeguard against accidents, and their awareness, judgment, and willingness to speak up play a vital role for safety. Management shall foster an environment where reporting concerns, mistakes or near-misses are encouraged and valued. When employees trust that reports will be used for learning and improvement rather than punishment, reporting increases and risks can be addressed before they lead to serious events.

Most human errors begin with the words: "I've done this a hundred times"

THE BENEFITS OF SAFETY REPORTS (*Cont. from pg1)*

Safety reporting also strengthen communication between employees and management, creating a transparent environment where staff feel encouraged to share concerns without fear. Another significant advantage of safety reports is that they serve as an educational tool for personnel at all levels. These reports provide the details information that allows organizations to investigate incidents systematically. The root causes of safety events help in implementing corrective measures that prevent recurrence, rather than just treating symptoms. Safety reports provide a database of incidents and observations. Analyzing this data base helps management make informed decision about training, resources allocation, and process improvements to enhance overall safety. Safety report foster a strong safety culture by encouraging transparency and accountability among employees, ensuring that everyone actively contributes to maintaining safe workplace.

Follow SOP and use standard techniques for flight operations over the snow
- Safety Recommendation

AIRWORTHINESS AND AVIATION SAFETY

By: Er. Harindra Shah

Airworthiness is a critical aspect of aviation safety. It is the process of ensuring that an aircraft and all its components are in a condition for safe operation and comply with all the regulatory requirements. The airworthiness process has two stages. The **first is the initial airworthiness stage**, which covers the design and production phases. The **second stage of airworthiness is continuing airworthiness**, which starts as soon as an aircraft or part leaves the manufacturing site for the first time. Aircraft and parts must comply with continuing airworthiness requirements, which pertain to operations, crew and maintenance activities.

!!! Borescope Inspection!!!
Congratulations to Mr. Ajay K. Singh for achieving advanced Borescope Inspection Authorization in Engine of Arriel 2 Series.

To ensure continuing airworthiness, material management organizations must follow a set of rules. A CAMO (Part-M & Part-CAMO) is approved to manage continuing airworthiness, while a Maintenance, Repair and Overhaul (MRO, Part 145) company is approved to execute specific maintenance tasks on a specific aircraft. Part 66 rules apply to the maintenance personnel who sign off the release certificates. The airworthiness is a critical aspect of aviation safety, ensuring that every aircraft and component is thoroughly tested and approved before being put into service. Strict regulations are in place to ensure that every aspect of an aircraft's airworthiness is carefully monitored and maintained.

"ERP Training".

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SAFETY THROUGH QUALITY IS OUR MISSION

By Er. Sakal Dev Singh

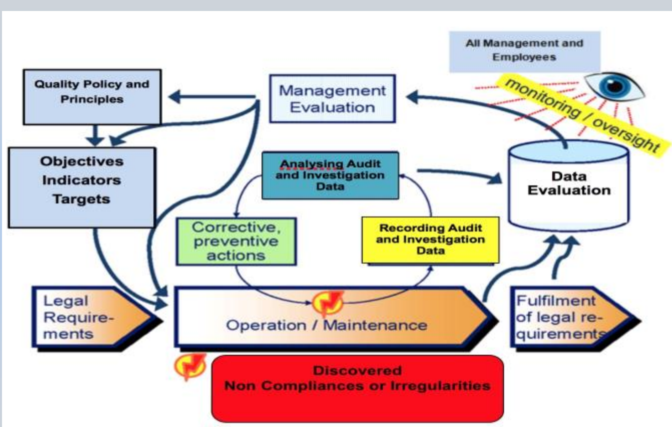
At BASECAMP HELICOPTER, safety is not just a requirement—it is our mission. We firmly believe that quality in every process, decision, and action is the foundation of a safe operation. When quality is maintained, risks are minimized, reliability is increased and lives are protected.

Safety through quality means:

- Strict adherence to approved procedures, manuals, and regulatory requirements
- Proper planning, inspection, and documentation at every stage of operation and maintenance
- Continuous training and competency development.
- Open reporting of hazards, errors, and near-misses without fear of blame
- A strong commitment to corrective & preventive actions

Marshaller should vigilant and signal the PIC for takeoff only when the situation permits safe departure of the Helicopter by any aspects.
-Safety Recommendation

Every employee plays a vital role in maintaining safety. Quality is achieved when we take ownership of our responsibilities, follow procedures correctly, and never compromise standards due to time pressure or operational demands.



Management is fully committed for necessary resources, support and oversight to ensure quality-driven safety. In return, we expect all personnel to remain vigilant, disciplined, and proactive in identifying and reporting safety concerns.

"Quality is our method; Safety is our legacy."

Emergency standard communication is importance for quick circulation of emergency message
-Lesson Learned ERP Drill

Safety Survey:
Ease of Safety Reporting in Company