

PRESS RELEASE

BASECAMP HELICOPTER PRIVATE LIMITED

(Formerly Manang Air Private Limited)

February 2026

Ratings

Instrument/Facilities	Amount (Mn)	Ratings	Rating Action
Long Term Bank Facilities – USD	3.96	IRN BB-	Reaffirmed and Removed from Watch with Negative Implications
Long Term Bank Facilities – NPR	22.50	IRN BB-	Reaffirmed and Removed from Watch with Negative Implications
Short Term Bank Facilities – NPR	125.00	IRN A4	Reaffirmed and Removed from Watch with Negative Implications
Total USD Loans	3.96		
Total NPR Loans	147.50		

Details of facilities are in Annexure 1 below

Infomerics Credit Rating Nepal Limited (Infomerics Nepal) has reaffirmed the ratings of IRN BB- (Double B Minus) to the long-term bank facilities of USD 3.96 Mn and NPR 22.50 Mn and IRN A4 (A Four) to the short-term NPR bank facilities of NPR 125.00 Mn. The ratings have been removed from watch with negative implications.

Detailed Rationale

The reaffirmation of the ratings assigned to the bank facilities of Basecamp Helicopter Private Limited (BCHPL) factor in strong recovery in FY25 with Total Operating Income (TOI) increasing to NPR 404 Mn from NPR 36 Mn in FY24 due to sustained operation of its charter flight in FY25 following two helicopter crashes¹ in FY23-24 in span of three months rendering BCHPL with no operation in FY24. The ratings also continue to derive strength from its long track record of operations (since 1997), supported by experienced board members coupled with well diverse management personnel. Similarly, the presence of entry barriers, such as fleet requirement mandates and minimum equity thresholds, provides a competitive advantage to established players like BCHPL and is rating positive. However, these rating strengths are mainly constrained by the stabilization risk persisting in operations given BCHPL is just recovering from three separate incidents of helicopter crash² since FY18 in addition to global pandemic disruptions. The ratings also take into account the moderate overall gearing ratio of 2.19x as of mid-July 2025 (vis-a-vis 2.38x at the end of FY24). The ratings also remain constrained due to concentration of revenue profile of the company in Everest and Annapurna Region (~70% of TOI in FY25) which exposes BCHPL to heightened risks from natural calamities that frequently affect these areas, potentially disrupting operations and revenue streams as evident by aforementioned accidents in same regions in the past. The ratings also remain constrained by BCHPL's revenue dependency on the seasonality of tourism industry of Nepal and stringent regulatory norms. Furthermore, BCHPL's margins and profitability are vulnerable to fluctuations in aviation turbine fuel (ATF) prices and foreign exchange rates, given its USD-denominated repayments for fleet, spares, and loans.

Going forward, the company's ability to diversify its revenue profile, improve its operational and safety record, and maintain its profitability margins amidst the volatility in aviation turbine fuel (ATF) prices will remain key rating sensitivities.

¹ BCHPL lost two helicopters in span of three months with helicopter with tail sign 9N-AMV crashed in Lamjura on June 2023 and another with tail sign 9N-ANJ crashed in Lobuche on October 2023.

² In addition to the above incidents, BCHPL lost another chopper with tail sign 9N-ALC on April 2019 when a plane belonging to Summit Air crashed into the chopper in Lukla Airport.

Detailed Description of Key Rating Drivers

Key Rating Strengths

Recovery in FY25 post slump due to accident, stabilization risks persist

BCHPL's financial profile recovered post slump in FY24 mainly due to three incidents of helicopter crash since FY19 coupled with COVID pandemic sandwiched between such incidents. BCHPL acquired two new 9N-AOE and 9N-AOJ during FY24 and FY25 too helping recovering from such slump. BCHPL's Total Operating Income (TOI) increased significantly to NPR 404 Mn compared to NPR 36 Mn in FY24, albeit remained below FY23 levels. Following the acquisition of two additional aircraft, fuel consumption efficiency improved, contributing to a significant enhancement in operational performance. As a result, the Company's EBITDA margin strengthened to ~25% in FY25, compared to negative EBITDA margins recorded in FY24 and FY23. Furthermore, improved profitability from core operations led to a marked turnaround in net earnings, with the PAT margin reaching ~26% in FY25, as against a negative profit margin in FY24. The ability of BCHPL to increase operations through stabilization of operations will remain key monitorable.

Long Track record of operation with well experienced and seasoned management team

Incorporated in 1996 AD, BCHPL boasts nearly three decades of operational history, making it one of the oldest players in helicopter charter services in Nepal. Over its long tenure, BCHPL has navigated and adeptly responded to numerous shifts in environmental, industrial and political landscapes along with aforementioned multiple crashes. BCHPL have well-seasoned and experienced management team led by its 5-member Board of Directors. BOD is chaired by Mr. Satis Prasad Pradhan who brings in decades' worth of experience in tourism and aviation sectors. He is well supported by other directors and management personnel. The management is led by Mr. Rom Harsha Shrestha, CEO having more than 3 decades of experience in related field. He is well supported by well diverse and experienced management personnel.

Barriers to new entrants

CAAN has set regulatory and financial criteria for new entrants. Requirements such as minimum equity capital, a technically qualified crew, and a mandatory fleet size create significant entry barriers, which benefit established industry players like BCHPL and is a rating positive.

Key Rating Weaknesses

Moderate capital structure and debt coverage indicators

The capital structure of the company stood moderate with the overall gearing ratio of 2.19x as of mid-July 2025 vis-à-vis 2.38x at the end of FY24. The interest coverage ratio strengthened to 2.22x in FY25, compared to a negative in FY24, mainly driven by improved Total Operating Income (TOI) and enhanced operational performance during the year. Similarly, the Debt Service Coverage Ratio (DSCR) declined to 2.73x in FY25 from 5.37x in FY24, primarily due to the additional debt incurred for the acquisition of a new helicopter. The ability of management to continue its operation without any additional major capital expenditure, thus improving coverage indicators will remain monitorable.

Volatility in fuel prices and forex risk

For BCHPL, aviation fuel expenses consisted of ~13% of TOI in FY22 which has remained stable at ~12-13% till FY24 but improved in FY25 which consisted of ~7% of TOI which is similar to fuel price trend. Nevertheless, given the rotor segment's sensitivity to ATF prices, the company remains exposed to fuel price fluctuations. The company has sizeable debt obligations in USD amounting to \$ 3.96 Mn (equivalent to NPR 557.58 Mn) as on February 10, 2026 and bulk of its maintenance/parts expenses are also denominated in USD terms. The continued weakening of NPR against USD heightens the risk. However, the company's increased foreign currency revenue in latest years provide perfect hedge against such exposure.

Industry Cyclicity and Seasonal Revenue Patterns

In regions like Nepal, demand for helicopter services can be highly seasonal, particularly tied to the tourist season (trekking and climbing). Off-season periods can lead to low revenues. Since, BCHPL is also dependent on tourists for its service, its revenue is also impacted by the seasonality of trekking season. The monthly revenue indicates that sales are concentrated between during Quarter 4 i.e., April-July, aligning with Nepal's primary trekking seasons. This highlights the company's significant reliance on tourist inflows during the trekking seasons for its overall revenue.

Analytical Approach: Standalone

Applicable Criteria:

[Corporate Credit Rating Methodology](#)

Past Rating Rationale:

[Rating Watch: Credit Rating Placed on watch with negative implications](#)

[Manang Air Private Limited: Bank Facilities Rating Assigned](#)

About the Company:

Basecamp Helicopter Private Limited (BCHPL), formerly known as Manang Air Private Limited (MAPL), headquartered in Minbhawan, Kathmandu, is a private helicopter operator established on 1996. As a charter operator in Nepal, BCHPL specializes in a diverse range of services, including heli-sightseeing, medical evacuations, mountain rescues, aerial surveys, aerial photography, pilgrimage tours, and other customized flight solutions tailored to clients' needs. BCHPL consists of a dedicated team of over 56 professionals and a fleet of 2 AS350 B3 helicopters. Mr. Satis Prasad Pradhan, Mr. Krishna Prasad Gyawali, Mr. Rajendra Malla and Mr. Jagannath Gyawali are the major shareholders with each holding 14.01% shares.

Financial Indicators (Standalone)

For the year ended* As on	FY22	FY23	FY24	FY25
	Audited	Audited	Audited	Audited
Total Operating Income (NPR Mn)	266	434	36	404
EBITDA Margin (%)	32.43	Neg	Neg	25.59
Interest Coverage Ratio (x)	6.08	Neg	Neg	2.22
Total Debt/ EBITDA (x)	3.71	Neg	Neg	5.66
TOL/TNW(x)	1.36	2.76	2.77	2.43
Overall Gearing Ratio (x)	1.19	2.37	2.38	2.19
Current Ratio (x)	4.61	9.27	4.09	3.58

*Classification as per Infomerics Nepal standards

Earnings before Interest Tax Depreciation Amortization (EBITDA)

Annexure:1 Detail of Facilities:

Name of Instruments/ Facilities	Types of Facilities	Amount (Mn)	Rating
USD Loan			
Long Term Bank Facilities- Term Loan	Long Term	3.96	IRN BB-
NPR Loan			
Mid Term Bank Facilities- Term Loan	Long Term	22.50	IRN BB-
Short Term Bank Facilities-Fluctuating Working Capital Loan	Short Term	80.00	IRN A4
Short Term Bank Facilities-LC/BG ¹	Short Term	45.00	IRN A4
Total NPR Loans		147.50	
Total USD Loans		3.96	

¹ Letter of Credit/Bank Guarantee

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About Infomerics Credit Rating Nepal Limited:

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