

AERONAUTICAL CIRCULAR CIVIL AVIATION AUTHORITY – MACAO, CHINA

SUBJECT:

**Cooperation Arrangement on Joint Maintenance Management
between
Civil Aviation Administration of China,
Civil Aviation Department of the Hong Kong Special Administrative Region Government, China
and Civil Aviation Authority of the Macao Special Administrative Region, China**

EFFECTIVE DATE:

01 June 2026

CANCELLATION:

This Aeronautical Circular (AC) supersedes AC No. AC/AW/035R00 *Cooperation Arrangement on Joint Maintenance Management between Civil Aviation Administration of China, Civil Aviation Department of the Hong Kong Special Administrative Region Government, China And Civil Aviation Authority of the Macao Special Administrative Region, China.*

GENERAL:

The President of the Civil Aviation Authority – Macao, China, pursuant to number 1 of article 7 and in exercise of the competence conferred by item 1) of article 10, both of Law no. 4/2025 (Civil aviation activity law), issues this Aeronautical Circular (AC).

1. Introduction

- 1.1. The Civil Aviation Administration of China (CAAC), Civil Aviation Department of the Hong Kong Special Administrative Region Government, China (HKCAD) and Civil Aviation Authority of the Macao Special Administrative Region, China (AACM), hereinafter referred to as the “Authority” or collectively the “Authorities”, formed a management team, namely Joint Maintenance Management (JMM), for the purpose of setting directions and implementing cooperation on aircraft maintenance.
- 1.2. The Authorities have entered into a Cooperation Arrangement on mutual recognition of Aircraft Maintenance Organisations since 21 May 2002.

- 1.3. The Authorities signed an Addendum to the aforementioned Cooperation Arrangement on 18 February 2004. The purpose of the addendum was to extend the scope of the Cooperation Arrangement to include the maintenance of engines and propellers.
- 1.4. The Authorities signed a Cooperation Arrangement on 2 June 2006 with the purpose of superseding the abovementioned Cooperation Arrangement and Addendum and extending the scope of mutual recognition to include aircraft maintenance.
- 1.5. The Authorities signed another Cooperation Arrangement on 29 October 2013 on mutual recognition of Aircraft Maintenance Training Organisations.
- 1.6. The Authorities signed a new Cooperation Arrangement under the title *Cooperation Arrangement on Joint Maintenance Management between Civil Aviation Administration of China, Civil Aviation Department of the Hong Kong Special Administrative Region Government, China and Civil Aviation Authority of the Macao Special Administrative Region, China* on 30 November 2021. It combines mutual recognition of aircraft maintenance organisations and aircraft maintenance training organisations and includes acceptance of holders of aircraft maintenance licence issued by other Authorities to work in an approved maintenance organisation.
- 1.7. The Authorities signed an amendment to the aforementioned Cooperation Arrangement (hereinafter referred to as “the CA”) effective on 30 April 2026 to remove the limitation on the location of the maintenance organisations and maintenance training organisations covered by the CA. The Cooperation Arrangements mentioned in paragraph 1.2 to 1.6 are repealed from the effective date of the new CA.
- 1.8. Following the signature of the CA, AACM establishes this AC to:
 - (a) inform the public of the implementation details of the CA; and
 - (b) prescribe the related requirements.

2. Applicability

- 2.1. This AC applies to:
 - (a) MAR-145 approved maintenance organisations;
 - (b) MAR-147 approved maintenance training organisations;
 - (c) Macao operators that contract out maintenance to maintenance organisations recognised under the CA.

3. The Cooperation Arrangement

3.1. The scope of the CA signed on 30 April 2026 includes:

- (a) the recognition by one Authority of maintenance organisations approved by the other Authorities in respect of the issuance of certificate of release to service by those maintenance organisations;
- (b) the acceptance by one Authority of the holders of aircraft maintenance licence issued by the other Authorities to exercise their certification privileges within maintenance organisations;
- (c) the recognition by one Authority of maintenance training organisations approved by the other Authorities in respect of maintenance training;
- (d) cooperation and assistance with respect to continuing airworthiness of civil aircraft and/or aircraft components, including information exchange and technical assistance.

3.2. The CA is published in Appendix 1 to this AC. It is signed only in the Chinese version. An English translation is provided for reference only.

4. Definitions

For the purpose of this AC, definitions of terms stipulated in the CA shall apply.

5. Recognition of the certificates of release to service

- 5.1. Pursuant to paragraph 3.1 (a), certificates of release to service issued by maintenance organisations approved in accordance with CCAR-145, HKAR-145 or MAR-145 (hereinafter referred to as “AMO”) is mutually recognised under the CA.
- 5.2. Unless otherwise agreed in a particular case, the recognition is only valid when the certificate of release to service is issued by an aircraft maintenance licence holder who is employed and authorised by the AMO and who has completed the training on aviation legislation/requirements as required by the Authority that approved the AMO. Only the maintenance classes and ratings specified in Appendix 2 are covered by the CA.
- 5.3. The issuance of certificate of release to service on aircraft and/or aircraft components in accordance with CCAR-145, HKAR-145 or MAR-145 and aircraft components under CAAC Form AAC-038, CAD Form One or AACM Form 1 by AMO are mutually recognised.
- 5.4. With effect from 30 November 2021, issuance of JMM acceptance certificate has ceased. Accordingly, JMM Acceptance Number is not required to be indicated on the certificate of release to service or Block 13 of the AACM Form 1.

5.5. AMO, when carrying out maintenance under the provisions of the CA, shall:

- (a) certify the maintenance using certifying staff with the appropriate certification authorisation;
- (b) comply with the operator's work order taking particular note of airworthiness directives, modifications and repairs as issued or required by the Authority having jurisdiction over the operator/aircraft concerned of the aircraft;
- (c) upon request by the operator, use operator's procedures that are required by the Authority having jurisdiction over the operator/aircraft concerned;
- (d) ensure that the operator has obtained approval from the Authority having jurisdiction over the operator/aircraft concerned on any modifications and repairs to be incorporated;
- (e) report to the operator, the Authority granting its maintenance organisation approval and the Authority having jurisdiction over the operator/aircraft concerned, any unairworthy condition found during aircraft and/or component maintenance;
- (f) agree to pay any nominal fee associated with the extra costs incurred by JMM visit referred to in paragraph 10.

5.6. MAR-145 approved maintenance organisation that provides maintenance service to operator approved by CAAC or HKCAD recognised under the CA shall establish procedures in its maintenance organisation exposition to ensure that the compliance with the requirements specified in paragraph 5.5 above.

6. Operator's continuous airworthiness responsibilities

6.1. Macao operator that contracts out maintenance to AMO approved in accordance with CCAR-145 or HKAR-145 recognised under the CA shall establish procedures in its maintenance management exposition to ensure the contracted maintenance is carried out in accordance with the requirements specified in paragraph 5.5 (a) to (e) above and all applicable requirements as prescribed in the Air Navigation Regulation of Macao and related Aeronautical Circulars.

7. Acceptance of the holders of Aircraft Maintenance Licences

7.1. Pursuant to paragraph 3.1 (b), holder of aircraft maintenance licence granted in accordance with CCAR-66, HKAR-66 or MAR-66 (hereinafter referred to as "AML"), is accepted to exercise their certification privileges within AMO approved by other Authorities under the CA. No conversion or validation of licence is required.

7.2. Unless otherwise agreed in a particular case, the acceptance is only valid when the holder of AML is employed and authorised by an AMO. Only the AML in categories specified in Appendix 3 are covered by the CA.

8. Issue of MAR-145 certification authorisation

8.1. Pursuant to paragraph 3.1 (b) and 7, a MAR-145 approved maintenance organisation may issue a certification authorisation to a holder of CCAR-66 Aircraft Maintenance Personnel Licence or HKAR-66 Aircraft Maintenance Licence, provided that the holder:

- (a) is directly employed by the MAR-145 approved maintenance organisation;
- (b) holds a valid CCAR-66 Aircraft Maintenance Personnel Licence or HKAR-66 Aircraft Maintenance Licence in categories specified in Appendix 3 to this AC and endorsed with appropriate aircraft type ratings;

Note: The MAR-145 approved maintenance organisation may need to confirm the validity of the concerned aircraft maintenance licence with CAAC or HKCAD.

- (c) has successfully completed training on Macao aviation legislation/requirements together with the associated organisation procedures in accordance with MAR-145 requirements;
- (d) meets all applicable requirements in relation to certification authorisation as prescribed in MAR-145.

8.2. MAR-145 approved maintenance organisation that issues certification authorisation to holder of CCAR-66 Aircraft Maintenance Personnel Licence or HKAR-66 Aircraft Maintenance Licence accepted under the CA shall:

- (a) establish procedures in its Maintenance Organisation Exposition to ensure that the compliance with the requirements specified in paragraph 8.1 above;
- (b) in case of suspension or revocation of the concerned certification authorisation, report to AACM with the reason resulting in such action within 72 hours of the suspension or revocation.

9. Recognition of the Maintenance Training Organisations

9.1. Pursuant to paragraph 3.1 (c), maintenance training organisations approved in accordance with CCAR-147, HKAR-147 or MAR-147 (hereinafter referred to as “AMTO”), is mutually recognised under the CA. No application for recognition is required.

9.2. Unless otherwise agreed in a particular case, only the maintenance training courses conducted by AMTO within the training scopes specified Appendix 4 to this AC are mutually recognised.

9.3. CCAR-147 Training Certificate, HKAR-147 Certificate of Recognition or MAR-147 Certificate of Recognition issued for the maintenance training course specified in Appendix 4 to this AC are mutually recognised.

10. JMM visit

- 10.1. To ensure compliance with the requirements stipulated in the CA, and also to ensure an effective implementation by the industries, JMM visit will be arranged to selected organisations recognised under the CA.
- 10.2. All MAR-145 approved maintenance organisations and MAR-147 approved maintenance organisations recognised under the CA are subject to JMM visits. The JMM visit will normally be conducted annually by the JMM Visiting Team consisted of officers or inspectors from CAAC, HKCAD and AACM. Organisation selected for JMM visit will be notified in advance by AACM.
- 10.3. The selected organisation shall:
- (a) provide the access of the facility for the JMM Visiting Team and the records including the AML holders employed by the organisation and authorised under the CA for review;
 - (b) present to the JMM Visiting Team, by the Accountable Manager or the Quality Manager, the basic information of the organisation, including history, business nature, size and development of the work force, future business development in relation to the JMM, etc.
 - (c) demonstrate how the regulatory requirements are complied with at the front line;
 - (d) assume costs induced by the JMM Visiting Team.

– END –

Appendix 1

中国民用航空局、 中国香港特别行政区政府民航处、 中国澳门特别行政区民航局 联合维修管理合作安排

中国民用航空局（CAAC）、中国香港特别行政区政府民航处（HKCAD）和中国澳门特别行政区民航局（AACM）（以下称为“局方”或者统称为“各局方”），

- 为促进航空安全；
- 表明对民用航空器安全运行的共同关注；
- 认识到建立并保持高标准航空器维修的重要性；
- 强化在航空器维修相关领域的合作及提高效率；
- 避免重复的技术检查、监管、培训和考核，以减轻航空企业和人员的经济负担；和
- 合力建立名为“联合维修管理”的管理团队，以落实旨在减少重复的技术检查、监管、培训和考核的各项举措。

达成以下共识：

序言

各局方认可在持续适航体系的规章、标准、做法、程序及其执行方面充分等效，彼此可以相互认可此体系。

因此，在不妨碍每一局方按各自法律和法规所承担义务的前提下，本合作安排旨在：

- 避免重复的技术检查、监管、培训和考核；
- 给予其他各局方技术检查、监管、培训和考核同等的有效性；和
- 给予其他各局方颁发的航空器维修相关证书同等的有效性。

1. 总则

本合作安排适用于：

1.1 任一局方认可其他各局方所批准的维修单位签发的维修放行证明；

1.2 任一局方接受其他各局方颁发维修人员执照的持有人在其批准的维修单位从事维修工作；

1.3 任一局方认可其他各局方所批准的维修培训机构实施的维修培训；和

1.4 在民用航空器和/或航空器部件持续适航方面的合作和支持，包括信息交流及技术支持等。

2. 定义

本合作安排所用术语定义如下：

“**航空器维修人员执照**”，指依据 CCAR-66、HKAR-66 或 MAR-66 所颁发的执照。

“**CCAR-[X]**”，指中国交通运输部颁布的中国民用航空规章第 X 部及其后续修订。

“**民用航空器**”，指在各局方按民用航空器登记的任何航空器。

“**HKAR-[X]**”，指 HKCAD 颁布的香港航空要求第 X 部及其后续修订。

“**联合维修管理**”，指由各局方组建的负责制定合作安排指导和实施的管理团队。

“**维修单位**”，指依据 CCAR-145、HKAR-145 或 MAR-145 批准从事民用航空器和/或航空器部件维修的单位。

“**维修培训**”，指按照 CCAR-147、HKAR-147 或 MAR-147 的要求/标准开展的具体机型维修培训课程。

“**维修培训机构**”，指 CAAC、HKCAD 或 AACM 批准开展维修培训的机构。

“**MAR-[X]**”，指 AACM 颁布的澳门航空要求第 X 部及其后续修订。

“**培训证书**”，指表明成功完成维修培训的证明。

3. 维修放行证明的认可

除非局方之间就特定个案另有决定，否则任一局方所批准的维修单位其签发的维修放行证明应当被其他局方认可，并视该维修放行证明等同由本局方批准的维修单位签发一样；惟前提是审核并签署前述维修放行证明的航空器维修执照持有人已满足以下条件：

- a. 受雇于相关的维修单位并获得其授权；及
- b. 已完成批准该维修单位的主管当局所要求的航空法规/规章相关培训。

4. 维修培训机构的认可

除非局方之间在特定情况下另有决定，本认可仅对维修培训机构颁发的下列培训证书有效：

- a. CAAC 培训证书；
- b. HKCAD 认可证书；
- c. AACM 认可证书。

5. 相互合作和技术支持

5.1 信息发布

各局方应当提供有关本合作安排的信息，制定相关的发布文件并各自按照所建立的方式分发这些文件，以便：

- a. 向公众告知本合作安排的条款；和
- b. 列明本合作安排所必需的法规要求和特殊要求。

5.2 技术支持

各局方应当按需相互提供技术支持，进一步实现本合作安排的宗旨和目标。这些支持领域包括但不限于：

- a. 对持续符合本合作安排所述各项要求进行监督并提供报告；
- b. 提供各自适用法律最大允许范围的技术调查支持；和
- c. 应其他各局方的要求提供持续适航事务方面的专家建议。

在认为有必要时，每个局方均有权利要求评估其他各局方有关批准或者颁发执照的任何数据。

5.3 信息交换

各局方应当提供与本合作安排相关的整套规章、政策、指南、方法和解释，并确保这些文件及时更新。

5.4 规章、政策和指南

在制定和修订与本合作安排有关的规章、政策、指南、方法和解释过程（包括涉及扩大第 1 段声明的适用范围）中，各局方应当安排相互协商。

5.5 实施

- a. 各局方应当合力编制一份各方均同意的《联合维修程

序》，以落实本合作安排；

- b. 《联合维修程序》经各局方同意后，本合作安排将按照该程序实施；
- c. 各局方应共同定期评估《联合维修程序》，并在必要时进行修订。

5.6 紧急或特殊情况

如发生属于本合作安排适用范围，但未特别说明的紧急或特殊情况，各局方应当重新评估并相互协商，并在一致同意后采取相应措施，包括在必要情况下修订本合作安排和/或《联合维修程序》。

5.7 不符合情况的通报

在实施本合作安排过程中，每一局方应当：

- a. 在发现任何航空器维修人员执照持有人、维修单位或维修培训机构与本合作安排（包括与本合作安排相关规章或者依据）严重不符合情况时，通知其他局方；和
- b. 在对其批准的航空器维修人员执照、维修单位、维修培训机构采取强制措施（包括取消、撤销或暂停）时，应该立即告知其他局方。

5.8 保密要求

在某一局方依据本合作安排并遵循其适用的法律法规，向其他各局方提供任何信息（包括但不限于任何个人信息）时，应

清晰注明这些信息是否为敏感或机密信息，以及其敏感或机密等级。提供信息的局方在依据相关法律和规章的前提下，可对信息接收的局方提出信息使用和披露的限制。信息接收的局方应当遵守相关法律和规章，以考虑该信息的敏感性或机密性的方式处理这些信息，并不应当违反所适用隐私法来处理个人信息。

6. 重大变更

各局方应当相互告知其组织机构发生的影响本合作安排管理和实施的任何重大变更。

7. 解释

任何涉及本合作安排有争议的解释将在联合维修管理框架下通过各局方之间协商解决。

8. 废止、生效、修订和终止

8.1 自本合作安排签署之日起，下列合作安排废止：

8.1.1 2021年11月30日签署的《中国民用航空局、中国香港特别行政区政府民航处、中国澳门特别行政区民航局联合维修管理合作安排》。

8.2 本合作安排自签署之日起生效。当采用交换函件进行签署时，以最后签署本合作安排的局方代表签署之日为本合作

安排生效日期。


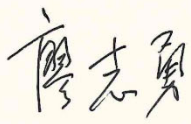

8.3 经各局方一致同意，本合作安排可以书面形式进行修订。

8.4 本合作安排将持续有效，直至被任一个局方终止。此终止将于收到书面通知之日起的12个月后生效，除非终止通知在上述期限内经各局方一致同意撤回。此终止生效前应当不影响任何根据本合作安排对任何颁发证件认可的有效性。

9. 签署

上述内容代表各局方之间就所述事项达成协议。

2026年4月30日签署于中国香港特别行政区，一式三份。

代表中国民用航空局	代表中国香港特别行政区 政府民航处	代表中国澳门特别行 政区民航局
		
胡振江	廖志勇	潘华健
副局长	处长	局长

This Cooperation Agreement is signed only in the Chinese version. This English version is provided for reference only. In the event of any inconsistency between the Chinese and English versions, the Chinese version shall prevail.

COOPERATION ARRANGEMENT
ON
JOINT MAINTENANCE MANAGEMENT
BETWEEN
CIVIL AVIATION ADMINISTRATION OF CHINA,
CIVIL AVIATION DEPARTMENT OF THE HONG KONG
SPECIAL ADMINISTRATIVE REGION GOVERNMENT, CHINA, AND
CIVIL AVIATION AUTHORITY OF THE MACAO
SPECIAL ADMINISTRATIVE REGION, CHINA

The Civil Aviation Administration of China (CAAC), Civil Aviation Department of the Hong Kong Special Administrative Region Government, China (HKCAD) and Civil Aviation Authority of the Macao Special Administrative Region, China (AACM), hereinafter referred to as the “Authority” or collectively the “Authorities”,

- desiring to promote aviation safety;
- expressing common concerns for the safe operation of Civil Aircraft;
- recognising the importance of establishing and maintaining high standard for aircraft maintenance;
- seeking to strengthen cooperation and efficiency in matters relating to aircraft maintenance;
- aiming to reduce economic burden on the aviation industry and individuals by avoiding redundant technical inspections, surveillances, training and examinations; and
- endeavouring to establish a management team named the “Joint Maintenance Management” for the purpose of implementing initiatives aiming at reducing the duplication of technical inspections, surveillances, training and examinations.

agree as follows:

Preamble

The Authorities acknowledge that the rules, standards, practices, procedures and its implementation of their respective continuing airworthiness systems are sufficiently equivalent to permit the mutual recognition of such systems among the Authorities.

Therefore, without prejudice to the obligations of each Authority under its own laws and regulations, the purpose of this Cooperation Arrangement is to:

- avoid the duplication of technical inspections, surveillances, training and examinations;
- accord the same validity to the technical inspections, surveillances, training and examinations conducted by the other Authorities; and
- accord the same validity to the certificates related to aircraft maintenance issued by other Authorities.

1. General

This Cooperation Arrangement applies to:

1.1 the recognition by one Authority of Maintenance Organisations approved by the other Authorities in respect of the issuance of certificate of release to service by those Maintenance Organisations;

1.2 the acceptance by one Authority of the holders of Aircraft Maintenance Licence issued by the other Authorities to exercise their certification privileges within Maintenance Organisations;

1.3 the recognition by one Authority of Maintenance Training Organisations approved by the other Authorities in respect of Maintenance Training; and

1.4 cooperation and assistance with respect to continuing airworthiness of civil aircraft and/or aircraft components, including information exchange and technical assistance.

2. Definitions

For the purposes of this Cooperation Arrangement, the term:

Aircraft Maintenance Licence means a licence issued in accordance with CCAR-66, HKAR-66 or MAR-66.

CCAR-[no.] means China Civil Aviation Regulations-[no.] published by the Ministry of Transport, China, as amended from time to time.

Civil Aircraft means any aircraft registered in civil aircraft registry of an Authority.

HKAR-[no.] means Hong Kong Aviation Requirements-[no.] published by HKCAD, as amended from time to time.

Joint Maintenance Management means a management team formed by the Authorities for the purpose of setting directions for, and implementing this Cooperation Arrangement.

Maintenance Organisations mean organisations approved in accordance with CCAR-145, HKAR-145 or MAR-145 to carry out maintenance of civil aircraft and/or aircraft components.

Maintenance Training means the maintenance training courses for specific aircraft types conducted in accordance with the requirements/standards of CCAR-147, HKAR-147 or MAR-147.

Maintenance Training Organisations mean organisations approved by CAAC, HKCAD or AACM to conduct Maintenance Training.

MAR-[no.] means Macao Aviation Requirements-[no.] published by AACM, as amended from time to time.

Training Certificate means a record demonstrating the successful completion of Maintenance Training.

3. Recognition of Certificates of Release to Service

Unless otherwise decided in a particular case among the Authorities, certificates of release to service issued by any Maintenance Organisation approved by any one Authority are shall be recognised by the other Authorities as if they were issued by Maintenance Organisations approved by those Authorities, provided that the Aircraft Maintenance Licence holder who reviews and signs the relevant certificate of release to service:

- a. is employed and authorised by the Maintenance Organisation; and
- b. has completed the training on aviation legislation/requirements as required by the Authority that approved the Maintenance Organisation.

4. Recognition of the Maintenance Training Organisations

Unless otherwise decided in a particular case among the Authorities, the recognition shall only be valid in respect of the issuance of the following Training Certificates of Maintenance Training by the Maintenance Training Organisations:

- a. CAAC Training Certificate;
- b. HKCAD Certificate of Recognition; or
- c. AACM Certificate of Recognition.

5. Mutual Cooperation and Technical Assistance

5.1 Information

The Authorities shall provide information regarding this Cooperation Arrangement, and shall develop relevant publications and distribute such publications in accordance with their established methods in order to:

- a. inform the public of the provisions of this Cooperation Arrangement; and
- b. set out the regulatory requirements and special requirements necessary for the implementation of this Cooperation Arrangement.

5.2 Technical assistance

The Authorities shall, upon request, provide technical assistance to each other to further the purposes and objectives of this Cooperation Arrangement. Such assistance may include, but is not limited to:

- a. monitoring continued compliance with the requirements described in this Cooperation Arrangement and providing reports;
- b. providing support in technical investigations to the extent permitted by the laws applicable to each Authority; and
- c. providing expert advice on continuing airworthiness matters upon request by the other Authorities.

Each Authority retains the right to request, as it considers necessary, a review of any data relating to approvals or licences issued by the other Authorities.

5.3 Exchange of Information

The Authorities shall provide each other with complete sets of regulations, policies, guidance, practices and interpretations relevant to this Cooperation Arrangement, and shall ensure that such documents are updated in a timely manner.

5.4 Regulations, Policies and Guidelines

The Authorities shall make arrangements for mutual consultation during the process of developing and amending the regulations, policies, guidance, practices and interpretations relevant to this Cooperation Arrangement, including any expansion of its applicability stated in paragraph 1.

5.5 Implementation

- a. The Authorities shall jointly develop mutually agreed Joint Maintenance Procedures for the implementation of this Cooperation Arrangement.

b. Once the Joint Maintenance Procedures have been agreed among the Authorities, this Cooperation Arrangement shall be implemented in accordance with those procedures.

c. The Authorities shall jointly review the Joint Maintenance Procedures on a regular basis and amend them when necessary.

5.6 Urgent or Unusual Situations

Where urgent or unusual situations arise that fall within the applicability of this Cooperation Arrangement but are not specifically addressed, the Authorities shall reassess the situation and consult each other, and, upon reaching mutual agreement, take appropriate measures, including amendment to this Cooperation Arrangement and/or the Joint Maintenance Procedures where necessary.

5.7 Notification of Non-Compliance

Each Authority shall, insofar as relevant to the implementation of this Cooperation Arrangement:

a. notify the other Authorities upon identifying any serious non-compliance by any Aircraft Maintenance Licence holder, Maintenance Organisation, or Maintenance Training Organisation with this Cooperation Arrangement (including any regulation or any requirement made in accordance with or in connection with this Cooperation Arrangement); and

b. promptly inform the other Authorities of any enforcement action, including cancellation, revocation or suspension, taken against any Aircraft Maintenance Licence holder, Maintenance Organisation, or Maintenance Training Organisation approved by that Authority.

5.8 Confidentiality Requirements

Where an Authority provides other Authorities any information, including but not limited to any personal information, pursuant to this paragraph and its applicable laws and regulations, it shall clearly identify whether such information is sensitive or confidential and its level of sensitivity or confidentiality. The Authority providing the information, subject to the relevant laws and regulations, may impose restrictions on the use and disclosure of the information by the Authority receiving the information. The Authority receiving the information shall handle the information in accordance with the relevant laws and regulations and takes into account its sensitivity or confidentiality, and shall not deal process personal information in violation of the applicable privacy laws.

6. Significant Changes

Each Authority shall inform the other Authorities of any significant change to its organisation that will affect the administration and implementation of this Cooperation Arrangement.

7. Interpretation

Any disputed interpretations relating to this Cooperation Arrangement shall be resolved through consultation among the Authorities under the framework of Joint Maintenance Management.

8. Repeal, Entry into Force, Amendment and Termination

8.1 The following arrangement shall be repealed as of the date of signature of this Cooperation Arrangement:

8.1.1 The *Cooperation Arrangement on Joint Maintenance Management* between Civil Aviation Administration of China, Civil Aviation Department of the Hong Kong Special Administrative Region Government, China and Civil Aviation Authority of the Macao Special Administrative Region, China signed on 30 November 2021.

8.2 This Cooperation Arrangement shall enter into force on the date of its signature. When the signature is effected by an exchange of letters, this Cooperation Arrangement shall enter into force on the date of the last signature by the duly authorised representatives of the Authorities.

8.3 This Cooperation Arrangement may be amended in writing by mutual consent of the Authorities.

8.4 This Cooperation Arrangement shall remain in effect until terminated by any one of the Authorities. Such termination shall take effect twelve months after the date on which the written notification is received, unless the notice of termination is withdrawn by mutual consent before the expiry of that period. Such termination shall not, prior to its effective date, affect the validity of any recognition under this Cooperation Arrangement, of certificates that have been issued.

9. Sign for Agreement

The foregoing provisions represent the agreement reached among the Authorities in respect of the matters referred to herein.

Signed in triplicate in the Hong Kong Special Administrative Region, China on 30 April 2026.

For CAAC	For HKCAD	For AACM
Capt. HU Zhen Jiang	Capt. Victor LIU	PUN Wa Kin
Deputy Administrator	Director-General Civil Aviation	President

Appendix 2 Recognised Maintenance Classes and Ratings

Only the following maintenance classes and ratings are covered by the CA:

1. Maintenance classes and ratings approved in accordance with CCAR-145

1.1. Airframe

Detailed information on the manufacturer, type or series of the aircraft with maintenance function classification which may include:

- (a) Scheduled Maintenance (e.g. A, B, C, XX hours inspection)
- (b) Line maintenance
- (c) Repair (include structural repair)
- (d) Modification
- (e) Overhaul

1.2. Powerplant

Detailed information on the manufacturer, type or series of the engine / APU with maintenance function classification which may include:

- (a) Inspection
- (b) Repair
- (c) Modification
- (d) Overhaul
- (e) Others (e.g. Hot Section Inspection, Module Change etc.)

1.3. Propeller

Detailed information on the manufacturer, type or series of the propeller with maintenance function classification which may include:

- (a) Inspection
- (b) Repair
- (c) Modification

(d) Overhaul

1.4. Components (other than complete Engine/APU or Propeller)

Detailed information on ATA Chapters with cross reference to a Capability List with maintenance function classification which may include:

- (a) Inspection
- (b) Repair
- (c) Modification
- (d) Overhaul

The capability list includes component information on the description, ATA Chapter and manufacturer as well as the type or series of aircraft on which such component is accepted to be installed.

1.5. Specialised Services

As specified on the approval certificate issued by CAAC.

2. Maintenance classes and ratings approved in accordance with HKAR-145

2.1. Aircraft

Line or/and base maintenance with aircraft manufacturer or group or series or type and/or the maintenance task(s) under the following class ratings:

- (a) A1: Aeroplane above 5700 kg
- (b) A2: Aeroplane 5700 kg and below
- (c) A3: Helicopter
- (d) A4: Aircraft other than A1, A2 and A3

2.2. Engine

Detailed information on engine series or type and/or the maintenance task(s) under the following class ratings:

- (a) B1: Turbine
- (b) B2: Piston

(c) B3: APU

2.3. Components

Detailed information on aircraft type or aircraft manufacturer or component manufacturer or the particular component and/or cross reference to a capability list in the exposition and/or the maintenance task(s) under the following class ratings:

- (a) C1: Air Cond & Press (ATA 21)
- (b) C2: Auto Flight (ATA 22)
- (c) C3: Comms and Nav (ATA 23/34)
- (d) C4: Doors - Hatches (ATA 52)
- (e) C5: Electrical Power & Lights (ATA 24/33/85)
- (f) C6: Equipment (ATA 25/38/44/45/50)
- (g) C7: Engine - APU (ATA 49/71/72/73/74/75/76/77/78/79/80/81/82/83)
- (h) C8: Flight Controls (ATA 27/55/57.40/57.50/57.60/57.70)
- (i) C9: Fuel (ATA 28/47)
- (j) C10: Helicopters - Rotors (ATA 62/64/66/67)
- (k) C11: Helicopter - Trans (ATA 63/65)
- (l) C12: Hydraulic Power (ATA 29)
- (m) C13: Indicating/Recording Systems (ATA 31/42/46)
- (n) C14: Landing Gear (ATA 32)
- (o) C15: Oxygen (ATA 35)
- (p) C16: Propellers (ATA 61)
- (q) C17: Pneumatic & Vacuum (ATA 36/37)
- (r) C18: Protection ice/rain/fire (ATA 26/30)
- (s) C19: Windows (ATA 56)

(t) C20: Structural (ATA 53/54/57.10/57.20/57.30)

(u) C21: Water Ballast (ATA 41)

(v) C22: Propulsion Augmentation (ATA 84)

2.4. Specialised Services

(a) D1: Non-destructive Testing (NDT) with particular NDT method(s)

3. Maintenance classes and ratings approved in accordance with MAR-145

3.1. Aircraft

Line or/and base maintenance with aircraft manufacturer or group or series or type and/or the maintenance task(s) under the following class ratings:

(a) A1: Aeroplane above 5700 kg

(b) A2: Aeroplane 5700 kg and below

(c) A3: Helicopter

(d) A4: Aircraft other than A1, A2 and A3

3.2. Engine

Detailed information on engine series or type and/or the maintenance task(s) under the following class ratings:

(a) B1: Turbine

(b) B2: Piston

(c) B3: APU

3.3. Components

Detailed information on aircraft type or aircraft manufacturer or component manufacturer or the particular component and/or cross reference to a capability list in the exposition and/or the maintenance task(s) under the following class ratings:

(a) C1: Air Cond & Press (ATA 21)

(b) C2: Auto Flight (ATA 22)

- (c) C3: Comms and Nav (ATA 23/34)
- (d) C4: Doors - Hatches (ATA 52)
- (e) C5: Electrical Power & Lights (ATA 24/33/85)
- (f) C6: Equipment (ATA 25/38/44/45/50)
- (g) C7: Engine - APU (ATA 49/71/72/73/74/75/76/77/78/79/80/81/82/83)
- (h) C8: Flight Controls (ATA 27/55/57.40/57.50/57.60/57.70)
- (i) C9: Fuel (ATA 28/47)
- (j) C10: Helicopters - Rotors (ATA 62/64/66/67)
- (k) C11: Helicopter - Trans (ATA 63/65)
- (l) C12: Hydraulic Power (ATA 29)
- (m) C13: Indicating/Recording Systems (ATA 31/42/46)
- (n) C14: Landing Gear (ATA 32)
- (o) C15: Oxygen (ATA 35)
- (p) C16: Propellers (ATA 61)
- (q) C17: Pneumatic & Vacuum (ATA 36/37)
- (r) C18: Protection ice/rain/fire (ATA 26/30)
- (s) C19: Windows (ATA 56)
- (t) C20: Structural (ATA 53/54/57.10/57.20/57.30)
- (u) C21: Water Ballast (ATA 41)
- (v) C22: Propulsion Augmentation (ATA 84)

3.4. Specialised Services

- (a) D1: Non-destructive Testing (NDT) with particular NDT method(s)

Appendix 3 Accepted Aircraft Maintenance Licence Categories

1. Only aircraft maintenance licence (AML) in the following categories are covered by the CA:
 - 1.1. CCAR-66 Aircraft Maintenance Personnel Licence with Technical English level 3 or 4 endorsement
 - (a) TA: Aeroplanes Turbine
 - (b) PA: Aeroplanes Piston
 - (c) TR: Rotorcrafts Turbine
 - (d) PR: Rotorcrafts Piston
 - 1.2. HKAR-66 Aircraft Maintenance Licence
 - (a) B1.1: Aeroplanes Turbine
 - (b) B1.2: Aeroplanes Piston
 - (c) B1.3: Helicopters Turbine
 - (d) B1.4: Helicopters Piston
 - (e) B2*: Avionic
 - 1.3. MAR-66 Aircraft Maintenance Engineer Licence
 - (a) B1.1: Aeroplanes Turbine
 - (b) B1.2: Aeroplanes Piston
 - (c) B1.3: Helicopters Turbine
 - (d) B1.4: Helicopters Piston
 - (e) B2: Avionic
2. The AML holder must demonstrate that he/she has been under employment by an approved maintenance organisation and has successfully completed the applicable Macao aviation legislation/requirements training together with the relevant AMO in-house procedures training in accordance with the certification authorisation system.

3. The following table provides a comparison of licence categories of CCAR-66, HKAR-66 and MAR-66:

CCAR-66	HKAR-66	MAR-66
TA: Aeroplanes Turbine	B1.1: Aeroplanes Turbine + B2*	B1.1: Aeroplanes Turbine + B2
PA: Aeroplanes Piston	B1.2: Aeroplanes Piston + B2*	B1.2: Aeroplanes Piston + B2
TR: Rotorcrafts Turbine	B1.3: Helicopters Turbine + B2*	B1.3: Helicopters Turbine + B2
PR: Rotorcrafts Piston	B1.4: Helicopters Piston + B2*	B1.4: Helicopters Piston + B2

4. In connection to paragraph 2 above, the AMO, when granting a maintenance authorisation to a holder of AML granted by the Authority other than the one granting the maintenance organisation approval, shall take into consideration the knowledge levels covered under the categories of her/his AML and issue the maintenance authorisation within the knowledge scopes accordingly.

Appendix 4 Recognised Maintenance Training Courses

Only the following maintenance training courses are covered by the CA:

1. Type training courses approved in accordance with CCAR-147

1.1. Aircraft type training

Type training including all relevant aircraft structure and systems, may including or excluding the engine.

1.2. Engine type training

Type training on the bare engine, including the build-up to a quick engine change unit.

Note 1: For aircraft type endorsement on CCAR-66 aircraft maintenance licence (AML), if aircraft type training excludes the engine, additional engine type training is required.

Note 2: For B1 or B1/B2 aircraft type endorsement on HKAR-66 AML and B1 or B1/B2 aircraft type endorsement on MAR-66 AML, both airframe and powerplant type training are required.*

2. Type training courses approved in accordance with HKAR-147

2.1. Category B1 training

Aircraft type training including all relevant aircraft structure, systems and engine.

2.2. Engine type training

Type training on the bare engine including the build-up to a quick engine change unit.

2.3. Category B2* training

Avionic systems type training including avionic systems covered by but not necessarily limited to ATA chapters 22, 23, 25, 27, 31, 33, 34, 42, 44, 45, 46, 73 and 77 or equivalent.

Note 1: For B1 aircraft type endorsement on HKAR-66 or MAR-66 AML, both airframe and powerplant type training are required. The Interface of the engine/airframe systems shall be addressed by either airframe or powerplant type training.

Note 2: For aircraft type endorsement on CCAR-66 AML, B1 plus B2 or B1/B2* combined training are required.*

3. Type training courses approved in accordance with MAR-147

3.1. Category B1 training

Aircraft type training including all relevant aircraft structure, systems and engine.

3.2. Engine type training

Type training on the bare engine including the build-up to a quick engine change unit.

3.3. Category B2 training

Avionic systems type training including avionic systems covered by but not necessarily limited to ATA chapters 22, 23, 25, 27, 31, 33, 34, 42, 44, 45, 46, 73 and 77 or equivalent.

Note 1: For B1 aircraft type endorsement on MAR-66 or HKAR-66 AML, both airframe and powerplant type training are required. The Interface of the engine/airframe systems shall be addressed by either airframe or powerplant type training.

Note 2: For aircraft type endorsement on CCAR-66 AML, B1 plus B2 or B1/B2 combined training are required.