

and for the passenger. Ejection seat training and briefing programs are accepted by the FAA National Program Office for Vintage and Experimental Aircraft, AFS-800, Washington, DC or by an industry group authorized by AFS-800.

37. When an aircraft's home base is changed or there is a transfer of ownership, the new owner/operator will take any or all of the following actions within 30 days:
  - (a) Submit a new program letter to the geographically responsible FSDO.
  - (b) If an approved inspection program is specified in these operating limitations, submit a copy to the geographically responsible FSDO. The gaining FSDO will not change the previously approved program unless it can be substantiated that the previously approved program no longer meets FAA requirements.
  - (c) The gaining FSDO will not require the aircraft's airworthiness certificate or operating limitations to be reissued, unless the aircraft requires Phase I test flight operations.
38. This aircraft does not meet the requirements of the applicable, comprehensive, and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation. The owner/operator of this aircraft must obtain written permission from another country's CAA before operating this aircraft in or over that country. That written permission must be carried aboard the aircraft together with the U.S. airworthiness certificate and, upon request, be made available to an ASI or the CAA in the country of operation.
40. FAA acceptance or approval of maintenance and inspection interval extensions requires that the owner operator submit documentation and data justifying the extension to the local FSDO for evaluation for concurrence.
41. The aircraft may not be operated unless the replacement for life-limited articles specified in the applicable technical publications pertaining to the aircraft and its articles are complied with in one of the following manners as specified below:
  - a. Type-Certificate Products: Replacement of life-limited parts required by 14 CFR §91.409(e) is only applicable to experimental exhibition aircraft when the required replacement times are specified in the U.S. aircraft specifications, or type certificate data.
  - b. Non-Type Certificated Products: Unless otherwise determined by the FAA, all articles installed in non-type certificated products operated in the experimental exhibition category, in which the manufacturer has specified limits, must include in the program an equivalent level of safety for those articles. Although the FAA recommends adherence to part replacements, achieving an equivalent level of safety for non-type certificated products is acceptable. Manufacturers' have historically assigned life limits to articles