



**DIRECCIÓN GENERAL DE AERONÁUTICA CIVIL
DEPARTAMENTO DE SEGURIDAD OPERACIONAL
SUBDEPARTAMENTO LICENCIAS**

**CERTIFICADO DE APROBACIÓN
ENTRENADOR SINTÉTICO DE VUELO**

EL DEPARTAMENTO “SEGURIDAD OPERACIONAL”, DE LA DIRECCIÓN GENERAL DE AERONAUTICA CIVIL, CERTIFICA HABER INSPECCIONADO Y EVALUADO EL ENTRENADOR SINTETICO DE VUELO QUE SE INDICA:

**SIMULADOR DE VUELO AVIÓN
MARCA L3 LINK SIMULATION & TRAINING UK LTD.; PARA AERONAVE BOEING 787-9
OPERADOR: “BOEING US TRAINING AND FLIGHT SERVICES”
IDENTIFICACIÓN DGAC-CHILE BOE-SEA-56**

LA BASE DE CERTIFICACIÓN USADA PARA CONFORMIDAD A LOS REQUERIMIENTOS
ACEPTABLES ES EL APÉNDICE “A” DE LA DAN 60.

LOS RESULTADOS OBTENIDOS EN EL TRANCURSO DE ESTA EVALUACIÓN, PERMITEN
CALIFICARLO EN EL **NIVEL D** DE ACUERDO A LO ESTABLECIDO EN LA NORMA ANTES MENCIONADA.

ESTE CERTIFICADO MANTENDRÁ SU VIGENCIA HASTA EL 14 DE MAYO DE 2025, DE ACUERDO A LO
INDICADO EN SU RESOLUCIÓN VIGENTE, A MENOS QUE ESTA SEA REVOCADA, SUSPENDIDA O ANULADA.

**MANUEL BERMÚDEZ BADILLA
DIRECTOR DE SEGURIDAD OPERACIONAL
SUBROGANTE**

Santiago, 30 de mayo del 2024

EVALUATION REPORT FFS AIRCRAFT

Sponsor	Address				Date
BOEING US TRAINING AND FLIGHT SERVICES	6601 NW 36th St, Miami, FL 33166 - USA				MAY 14, 2024
Aircraft	ID		Qualification Level	Manufacturer	
	FAA	DGAC			
BOEING 787-9	1184	BOE-SEA-56	D	L3 Link Simulation & Training UK Ltd	
Visual System	Motion System			Engine (s)	
Rockwell Collins EP-8100	Thales eM2K 6 DOF			RR Trent 1000 GE GenX 74K	
Host Computer	GPWS/EGPWS		FMS	HUD Display	
Anduril Power PC Race Power PC	YES		YES	YES	
Additional Features			Notes		
Windshear Capabilities	Yes	Two models in Takeoff and two in Landing.			
TCAS	Yes	Ver 7.1			
All Weather Operations (CAT)	Yes	VGS CAT II was demonstrated with RVR = 1,200 ft, DH=100 ft in KPDx, RWY 10R.			
Circling Approach	Yes	KJFK App. RWY 04R and Circling to RWY 31R			
Specific maneuvers in accordance with the provisions of Directive No 2 of Appendix A of the DAN 60	Yes	- Upset Prevention and Recovery Training (UPRT) - TO and LDG with Crosswind and Gusting - Bounced Landing Recovery - Full Stall Training - Wing and Engine Icing Effect Training			
RNP-AR Operation	Yes	It Was demonstrated with App RNAV (RNP) Z RWY 19, SCDA			
Planned route/Airfield Clearance	Yes	Specific for each Instruction Program			
Full model airports	KJFK	SCEL	KPDx	According to applicable standard	

Qualification Basis	Evaluation Type			
DAN 60 Appendix A 14 CFR Part 60 Change 2, Appendix A	Initial			
	Recurrent	Annual		✓
	Special			
	DGAC Validation			

The tests listed in this report were verified on the current QTG issued by the CAA and are in accordance with acceptable methods and procedures and the results are in accordance with the applicable regulations and within specified tolerances with the exception of those specifically appointed on it

This approval is granted up to the indicated date, provided this Flight Simulator keeps the Qualification Level under which this approval was issued.

**Valid up to
MAY 14, 2025**



JAI ME CASTILLO PASTEN
PILOTO INSPECTOR
DGAC - CHILE

DISCREPANCIES REPORT (FFS)

SPONSOR	BOEING US TRAINING & FLIGHT SERVICES	DGAC ID	BOE-SEA-56
AIRCRAFT MODEL	BOEING B787-9	CAA ID	FAA N° 1184
CITY	MIAMI	EVALUATOR	JAIME CASTILLO PASTEN
COUNTRY	USA	MAIL	jcastillo@dgac.gob.cl

Eval.	DISCREPANCY	Term	Action Taken	Approval	Date Closed
Objective Evaluation	2c.08.20.FR Stall characteristics, CRU, Missing	30			
	5d.01.10, Flight Simulator Background Noise, Fail	30			
Subjective Evaluation	Stop bar and taxiway lights "A" on RWY 17L of SCEL, do not correspond to reality.	30			
	Electric control Captian seat , inoperative	30			
	General sound, intermittent.	30			

PARTICIPANTS	NAME (S)
DGAC-SDL INSPECTOR	Mr. JAIME CASTILLO PASTEN
DGAC-STP INSPECTOR	Mr. RAFAEL ULZURRUN REDONDO
BOEING US TRAINING & FLIGHT SERVICES	Miss. STARLY GUTIERREZ / Capt. OSCAR PAREDES

Notes:

- Sponsors may use this electronic form to e-mail their corrective action to the evaluator mail.
- Updated copy of this report will be required by the DGAC when any of the following conditions exist:
 - All discrepancies have been corrected.
 - A discrepancy with a training restriction is corrected.
 - It is determined that a discrepancy will not be corrected in the prescribed time period and an extension is being requested.
- Please enter the corrective action taken and the date closed in bold black font.
- Do not alter format of this Evaluation Report. PDF files of this report are not acceptable.
- Extension requests may be emailed to the evaluator mail address and must in the "Action Taken" field include:
 - An explanation of what has been accomplished to date
 - What remains to be done
 - Proposed further action
 - The request should be received by a date two business days prior to the discrepancy due date.