



**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 CAE Inc.; PARA AERONAVE BOEING 777-200ER
OPERADOR: “BOEING US TRAINING AND FLIGHT SERVICES”
IDENTIFICACIÓN DGAC-CHILE ALT-SEA-25**

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 EVALUACION, PERMITEN CALIFICARLO EN EL **NIVEL D** DE ACUERDO A LO ESTABLECIDO EN LA NORMA ANTES MENCIONADA.

ESTE CERTIFICADO MANTENDRÁ SU VIGENCIA HASTA EL 20 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 20, 2024
Aircraft	ID		Qualification Level	Manufacturer
	FAA	DGAC		
BOEING 777-200ER	469	ALT-SEA-25	D	CAE
Visual System	Motion System			Engine (s)
Rockwell Collins EP-1000	CAE Series 600, 6 DOF			GE 90-94B RR Trent 895
Host Computer	GPWS/EGPWS		FMS	HUD Display
IBM PC Server X235	YES		YES	NO
Additional Features			Notes	
Windshear Capabilities	Yes		Two predictive models in takeoff and one 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 RNP T RWY 17R (AR), SCEL, (only RNP 0,30).	
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 AC 120-40B	Initial			
	Recurrent	Annual	Quarter	✓
	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 20, 2025**


 JAIME CASTILLO PASTEN
 PILOTO INSPECTOR
 Stamp and signature of Inspector Leader

DISCREPANCIES REPORT (FFS)

SPONSOR	BOEING US TRAINING & FLIGHT SERVICES	DGAC ID	ALT-SEA-25
AIRCRAFT MODEL	BOEING B777-200	CAA ID	FAA N° 469
CITY	MIAMI	EVALUATOR	JAIME CASTILLO PASTEN
COUNTRY	USA	MAIL	jcastillo@dgac.gob.cl

Eval.	DISCREPANCY	Term	Action Taken	Approval	Date Closed
Objective Evaluation	4.2.A.4 Tiller Calibration, Fail	30			
	4.2.B.1B1 Pitch control dynamics, Aft Release, Fail.	30			
	5.A.1 Sound Measurement (Ready for Engine Start), Fail.	30			
	4.4.E Highlight Brightness, Missing	30			
	5.E.1 Frequency Response (Channel #1), Missing	30			
	5.E.2 Frequency Response (Channel #2), Missing	30			
	5.E.3 Frequency Response (Channel #3), Missing	30			
	5.E.4 Frequency Response (Channel #4), Missing	30			
	5.E.5 Frequency Response (Channel #5), Missing	30			
	5.E.6 Frequency Response (Channel #6), Missing	30			
	5.E.7 Frequency Response (Channel #7), Missing	30			
	5.E.8 Frequency Response (Channel #8), Missing	30			
	5.E.9 Frequency Response (Channel #9), Missing	30			
Subjective Evaluation	Stop bar and taxiway lights "A" on RWY 17L of SCEL, do not correspond to reality.	30			
	XFR function in EFB, inoperative on CAP & F/O sides	30			
	Does not maintain Roll Out in RWY 17L, SCEL. (with one and both engines)	30			
	In "Approach Checklist", speedbrake position indication is incorrect	30			

DIRECCION GENERAL DE AERONAUTICA CIVIL DE CHILE
DIRECCION DE SEGURIDAD OPERACIONAL
SUBDEPARTAMENTO LICENCIAS



PARTICIPANTS	NAME (S)
SDL INSPECTOR	Mr. JAIME CASTILLO P.
SDTP INSPECTOR	Mr. VICTOR PASTRIAN C.
SPONSOR	Miss. ESTARLY RODRIGUEZ / Mr. ADRIAN QUINTERO / Capt. GUILLERMO DARDON

Notes:

- 1- Sponsors may use this electronic form to e-mail their corrective action to the evaluator mail.
- 2- 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.
- 3- Please enter the corrective action taken and the date closed in bold black font.
- 4- Do not alter format of this Evaluation Report. PDF files of this report are not acceptable.
- 5- 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.