



**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 AERONÁUTICA CIVIL, CERTIFICA HABER INSPECCIONADO Y EVALUADO EL ENTRENADOR SINTETICO DE VUELO QUE SE INDICA:

**SIMULADOR DE VUELO AVIÓN
MARCA CAE Inc.; PARA AERONAVE BOEING 767-300ER
OPERADOR: “BOEING US TRAINING AND FLIGHT SERVICES”
IDENTIFICACIÓN DGAC-CHILE BOE-MIA-37**

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 9 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
SUBREGANTE**

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 09, 2024
Aircraft	ID	Qualification Level
	FAA	DGAC
BOEING 767-300	1183	BOE-MIA-37
Visual System	Motion System	
Rockwell Collins EP8000	CAE Series 600	
Host Computer	GPWS/EGPWS	FMS
IBM RISC 6000 Model F50	YES	YES
		NO
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	No	
Planned route/Airfield Clearance	Yes	Specific for each Instruction Program
Full model airports	KJFK	SCLE
	KPDX	According to applicable standard

Qualification Basis	Evaluation Type		
DAN 60 Appendix A 14 CFR Part 60 Change 1, Appendix A	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 09, 2025**



JAIIME CASTILLO PASTEN
Stamp and Signature of Inspector Leader
DGAC - CHILE

DISCREPANCIES REPORT (FFS)

SPONSOR	BOEING US TRAINING & FLIGHT SERVICES	DGAC ID	BOE-MIA-37
AIRCRAFT MODEL	BOEING B767-300	CAA ID	FAA N° 1183
CITY	MIAMI	EVALUATOR	JAIME CASTILLO PASTEN
COUNTRY	USA	MAIL	jcastillo@dgac.gob.cl

Eval.	DISCREPANCY	Term	Action Taken	Approval	Date Closed
Objective Evaluation	4.B Continuous collimated visual field-of-view (176° H x 36° V)	30			
	4.C System Geometry (5° angular spacing ±1° from pilot view)	30			
	4.D Surface Contrast Ratio (Not less than 5:1)	30			
	4.E Highlight brightness (Not less than 6 foot-lamberts or 20 cd/m²)	30			
	4.F Surface resolution (No greater than 2 arc-minutes)	30			
	4.G Light Point Size (No greater than 5 arc-minutes)	30			
	4.H Light Point Contrast ratio (Not less than 25:1)	30			
Subjective Evaluation	Permanent sound similar to compressor stall.	30			
	Stop bar and taxiway lights "A" on RWY 17L of SCEL, do not correspond to reality.	30			
	Final course APP ILS RWY 17L of SCEL, with a 2 degree deviation with runway heading	30			
	Radio altimeter CALL OUT, intermittent.	30			
	Non-existent Windshear Buffet.	30			

PARTICIPANTS	NAME (S)
DGAC-SDL INSPECTOR	Mr. JAIME CASTILLO PASTEN
DGAC-STP INSPECTOR	Mr. RAFAEL ULZURRUN REDONDO
BOEING US TRAINING & FLIGHT SERVICES	Miss. ESTARLY RODRIGUEZ / Capt. JOHN FELIU

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:

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- 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.

