



**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 SINTÉTICO 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-57**

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

LOS RESULTADOS OBTENIDOS EN EL TRANSCURSO 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 16 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 16, 2024
Aircraft	ID		Qualification Level	Manufacturer
	FAA	DGAC		
BOEING 787-9	1185	BOE-SEA-57	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		<ul style="list-style-type: none"> <li>- Upset Prevention and Recovery Training (UPRT)</li> <li>- TO and LDG with Crosswind and Gusting</li> <li>- Bounced Landing Recovery</li> <li>- Full Stall Training</li> <li>- Wing and Engine Icing Effect Training</li> </ul>	
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	Anual	Charter <input checked="" type="checkbox"/>
	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 16, 2025



Stamp and signature of Inspector Leader

**DISCREPANCIES REPORT (FFS)**

SPONSOR	BOEING US TRAINING & FLIGHT SERVICES	DGAC ID	BOE-SEA-57
AIRCRAFT MODEL	BOEING B787-9	CAA ID	FAA N° 1185
CITY	MIAMI	EVALUATOR	JAIME CASTILLO PASTEN
COUNTRY	USA	MAIL	jcastillo@dgac.gob.cl

Eval.	DISCREPANCY	Term	Action Taken	Approval	Date Closed
Objetive Evaluation					
Subjettive Evaluation	Stop bar and taxiway lights "A" on RWY 17L of SCEL, do not correspond to reality.	30			

PARTICIPANTS	NAME (S)
DGAC-SDL INSPECTOR	Mr. JAIME CASTILLO PASTEN
DGAC-SDTP INSPECTOR	Mr. VICTOR PASTRIAN CESPEDES
BOEING US TRAINING & FLIGHT SERVICES	Miss. ESTARLY GUTIERREZ / Capt. OSCAR PAREDES

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.