

RULES & REGULATIONS



AeroFarallones

OCTOBER 2021



Table of contents

- 1. CEO GREETING2**
- 2. ABOUT US3**
- 3. OUR MISION3**
- 4. VISION3**
- 5. STAFF4**
- 6. ADMISSIONS5**
- 7. ONLINE OPERATIONS6**
 - 7.1 CALLSIGN6**
 - 7.2 VID EXCLUSIVITY6**
 - 7.3 SHEDULED OPERATIONS6**
- 8. RANKS & FLEET7**
- 9. SUPPORT8**
- 10. FOULS & SANCTIONS8**
- 11. EPILOGUE11**



1. CEO GREETING

As a new pilot, receive a cordial and fraternal welcome from the AeroFarallones staff and, in the same way, we send a cordial greeting to all members of our community. Farallones is a virtual holding company whose objective is to simulate, with the highest level of reality possible, the air operations of a real traditional passenger and cargo airline. To achieve the proposed objective, we have advanced high-quality reporting, dispatch, and monitoring systems; With this, we intend that the skills of our virtual pilots have the same characteristics. The MGO is the magna carta in the airline, what is stipulated here is mandatory and will have no exceptions of any kind. We hope that our pilots will make the airline environment a friendly and bohemian environment in the best way, and that seriousness and organization will lead the simulation operations. Dear pilot, in case any doubt arises, do not hesitate to contact a member of the staff who will gladly assist and guide you. Join all the activities offered by the virtual airline and its pilots. Finally, we thank you for belonging to this family that, we know, will not disappoint you. On behalf of the entire staff and its CEO, we wish you happy flights and great experiences!

Santiago Castellanos

CEO



2. ABOUT US

AeroFarallones is a virtual airline founded by pilots and aviation enthusiasts who share this passion. The spirit of autonomy and their own convictions led Alexander Valderrama, José Cuervo, Martín Sierra, Andrés Hincapié, Marlon García, Daniel Avendaño and Andrés Rodríguez to start this non-profit project.

3. OUR MISSION

Promote virtual aviation by simulating the daily operations of a traditional airline, implementing real processes and specific knowledge about aviation in general.

4. VISION

To be the leading virtual airline in Latin America by 2026, being a benchmark for other virtual airlines in the hemisphere, both in the human, cognitive and social sense. In the same way, to reach many pilots with high quality standards and a sense of belonging.



5. STAFF

The staff is the set of airline officials. They perform administrative, educational, and operational tasks. Those are:

- **CEO of the virtual airline conglomerate:** In charge of supervising the correct functioning of the organization, in addition to representing the rest of the staff and the airline's members of IVAO.
- **Co-CEO:** assist the CEO in his duties. Also supervise the correct functioning of the organization.
- **Director of web development department:** His job is to ensure that all web services provided for AeroFarallones works correctly and keeps updated.
- **Director of public relations for the conglomerate:** Oversees the airline's representation to other organizations.
- **Co-director of public relations and director of operations:** oversees carrying out the official publicity of the organization. Also works as a community manager for the conglomerate.
- **Operations director and training coordinator.** This work focuses on promoting good operating practices, as well as establishing pilot training plans to improve simulation quality.
- **Deputy operations director:** supports the work of the operations director.



- **Director of human resources of the conglomerate:** Ensures the welfare of each one of the pilots of the organization.

6. ADMISSIONS

To be part of AeroFarallones it is necessary to meet all the requirements, without exception, which are listed below:

- Be at least 16 years old.
- No suspension record in the last 3 months.
- Be a user of FSX, FSX-SE, P3D, X-Plane 11 or MSFS 2020.
- Have basic knowledge of aeronautical phraseology and VFR and IFR air navigation.
- Have obtained, at least, the FS3 rank in IVAO.
- Do not belong to another virtual airline.

Registration must be done through the website www.aerofarallones.com. All data entered must be correct. If any of them seems to be false, the admission process will be immediately canceled.

After the admission confirmation, a theoretical diagnostic test will be carried out, as well as an oral admission interview. The interview includes basic questions about the pilot, which will allow the staff to know about the candidate who is joining the organization. The applicant must also attach a recent photo. The entire process described above will be carried out through the AeroFarallones Interactive Courses System (SicuAF) on the sicuaf.aerofarallones.com website, unless otherwise indicated.



7. ONLINE OPERATIONS

All operations of the company are carried out online (with an Internet connection). The only network allowed for this purpose is IVAO (International Virtual Aviation Organization). For operational purposes of the organization, it is not allowed to fly offline or in VATSIM. In the case that the previous indications were not followed, the operation carried will not count hours.

7.1 CALLSIGN

The pilot is authorized to use the callsign FLS only if he is part of the company. This callsign is endorsed and registered with IVAO with the required documentation.

7.2 VID EXCLUSIVITY

AeroFarallones reserves the right to allow flights of our pilots with different callsigns rather than the established in section 7.1. It only will be possible when the pilot has completed the 2 weekly hours of statutory flight.

7.3 SCHEDULED OPERATIONS

Considering the mission that governs us according to section 3 of this document, we urge all pilots to carry out scheduled operations, as real as a traditional airline. This leads to the implementation of the BFR (*RVR* in Spanish language) methodology: book (*reserva*), fly (*vuela*), report (*reporta*); where the pilots, together



with the web systems provided to them, are an active part of the flight and its progress in the organization. Scheduled operations have exceptions, where the charter methodology can be used, such as tourflights, mass events (air bridges and other divisional and HQ events), among other situations that can be stated in documents issued after this R&R document. The use of ACARS is mandatory for any methodology. We ensure that the ACARS used consumes negligible resources from your computer and supports all the simulators mentioned in this document. The installation and use manual can be found in the download section of the website.

8. RANKS & FLEET

Ranks and fleet are directly correlated. A certain fleet is assigned to a specific rank or set of ranks. Additionally, pilot ranks at IVAO are also a prerequisite for rank advancement at AeroFarallones.

The following table details which rank is associated with fleet and IVAO rank. The fleet is cumulative from higher to lower ranks. That means, if rank 1 has aircraft A enabled, and rank 2 has aircraft B enabled, then rank 2 has A and B aircrafts enabled.



AeroFarallones Colombia					
Rank	Name	Minimum Hours Required in Rank	Enabled Fleet	Minimum IVAO Rank	Rank Homologated with IVAO*
1	Student	15	C172, PA34, C208	FS3	-
2	Advanced Student	30	B350, B190	FS3	-
3	First Officer	60	AT45, DH8D	Theoretical PP	PP
4	Captain	120	A319, A320, A321, B738	Practical PP	SPP
5	Senior Captain	240	B789, B752, A333, B77L	SPP Theoretical	CP

AeroFarallones offers the opportunity to homologate the rank held in IVAO to the new incorporations, according to what is stated in the table.

9. SUPPORT

On AeroFarallones website can be found the respective textures of the airline, Checklist, Acars software and documentation, normal procedures, AIRACs, and other addons that are provided according to availability. These are for the exclusive use of airline pilots.

10. FOULS AND SANCTIONS

In accordance with what is stipulated in our mission and vision, Farallones Holdings seeks excellence both in the training of its pilots and in its internal and external human relations; with the members of the VA (pilots



in general and staff) as well as within the community (IVAO, Instagram, Discord, WhatsApp and Facebook).

In this way, good practices of interpersonal relationships, respect, companionship and belonging to Farallones Holdings are appealed. Therefore, the following faults are established in the next page:



Fault rating	Conduct	Sanction
<i>Minor</i>	Flying less than eight (8) hours per month.	Feedback from the Staff in addition to a commitment to meet the stipulated hours.
<i>Slight</i>	Landing with an absolute vertical velocity rate greater than seven hundred (700) ft/m.	Flight invalidation and feedback from the Staff.
	Have an accident during flight (eventuality or contingency that implies affecting the integrity of the aircraft, the performance of the flight and / or the occupants).	Invalidation of the flight and feedback from the Staff. In addition to a commitment to attend a training session with any of our trainers.
	File an IVAO's flight plan using the callsign of the VA with an aircraft not listed on the airline fleet according to the pilot's rank.	Invalidation of the flight and feedback from the staff.
<i>Serious</i>	Verbally assaulting a member of the VA or the IVAO Network.	From a feedback of the Staff, to a suspension of up to two (2) calendar months; or an immediately expulsion of the airline.
	No use of ACARS System while flying online with AeroFarallones without a valid reason.	
	Being absent for more than two (2) calendar months from VA affairs without presenting any justification to the Staff.	
	Disregard the provisions of section 7.2 regarding the use of callsign (FLS) as well as the improper use of the Farallones Holdings image.	
	Reiteration of any of the previous faults	



11. EPILOGUE

AeroFarallones staff hopes that this document of regulations and rules will be fully understood and accomplished by each one of the pilots; and, by the same way, have a friendly and entertaining environment. Flying is a passion that few of us have and making the most of it is the responsibility of both the pilot and the airline. Happy flights!

~ The Staff