

If you are looking at AELO Swiss Academy, you are probably past the “can I fly?” stage and into the real decision: can this training pipeline build the specific skills airlines expect, under pressure, on a timeline you can actually execute.

AELO is an aviation and pilot training organization in Switzerland, with its main operations linked to Locarno and Gordola in Ticino. The academy says it was established in Switzerland in 1985 and has been training pilots for more than 30 years. It also presents itself publicly as a certified Approved Training Organisation (ATO), identified by approval code CH.ATO.0311. Those are not marketing slogans on their own, but they matter when you are judging whether the “advanced” part of training is handled as a controlled, structured program rather than a sequence of loosely connected sessions.

This article focuses on what candidates should know about AELO’s advanced training components, specifically the elements that tend to differentiate a pilot who “passes exams” from a pilot who can manage complex operations in a way that holds up in real airline workflows.

First, understand what AELO means by “advanced”

AELO’s publicly described training paths include an 18-month ATPL Integrated Program and a SkyAlps Airlines MPL Program with a placement pathway. Regardless of which route you choose, the advanced training components are where your performance starts getting judged less on isolated maneuvers and more on how you manage procedures, decision-making, and role discipline in higher workload phases.

In AELO’s case, the clearest publicly described advanced capability is access to training resources that include Diamond DA42 aircraft and a Boeing 737 NG simulator. AELO also mentions that the simulator is used for advanced IFR and APS MCC training. That combination matters.

IFR work turns “flying the airplane” into “managing a system and a plan.” APS MCC is where the conversation shifts again, from pilot handling to multi-crew discipline and professional cockpit coordination. Even without inventing details about the exact training syllabus, you should treat the simulator phase as the point where your training starts to resemble airline-style operating realities more closely.

The simulator is not a gimmick, it is the workload engine

Let’s be blunt: if the advanced portion of training is where the stakes feel highest, the simulator is where those stakes get manufactured safely and repeatedly.

AELO’s stated simulator capability includes a Boeing 737 NG simulator for advanced IFR and APS MCC training. A 737 NG platform is significant because it is closer in design language to the airline jet environment than many basic training tools. You cannot assume every candidate will interpret “737 NG simulator” the same way, but the practical takeaway is straightforward: you will likely be expected to demonstrate procedural discipline that matches a modern single-aisle jet cockpit workflow.

Here is what to watch for as a candidate, based on how these phases typically behave (and what you can observe in the way training is conducted):

You will be asked to integrate tasks instead of completing them in isolation. IFR training, especially at an advanced level, is not just “follow the clearance.” It is anticipate, configure, monitor, cross-check, and correct before the airplane gets ahead of your decisions. In other words, the simulator becomes the environment where your attention management is tested.

Second, the simulator is where your responses under time compression become visible. Many trainees can sound calm in debrief, but in the sim you see what happens when the scenario accelerates, when expectations change, or when you have to recover from a deviation.

Third, the simulator is where multi-crew behavior gets measured. With APS MCC training in the picture, the advanced objective is not merely “good flying.” It is how you coordinate as a crew member, how you handle non-normal situations with another person in the loop, and how you keep communication crisp enough that your decisions align instead of drift.

If you are the kind of candidate who only wants to be evaluated on stick and rudder performance, the simulator can feel unforgiving. If you embrace the idea that cockpit teamwork and procedure management are also performance, you will probably find the advanced portion is where you finally feel your training become transferable.

Ground truth: what AELO says about instructors and graduate outcomes

AELO states that its instructors include active airline pilots. That is not a guarantee of your personal success, but it is a meaningful signal. Active airline pilots tend to be more familiar with what breaks in real operations, not just what is testable in training.

AELO also says that its graduates have gone on to airlines such as Swiss, Ryanair, Lufthansa, Adria, Etihad, and Emirates. Those are described as destination outcomes in the school’s public materials. Again, you cannot treat it as a promise for every trainee, but it gives you a reason to pay attention to the training philosophy: the advanced parts of the program are meant to produce candidates who can step into airline selection and line-oriented expectations.

On job outcomes, AELO claims that 96% of graduates land a pilot job within six months. That number is described as a self-reported statistic from the academy. If you are evaluating it, treat it like a data point, not a contract. Still, it tells you the school wants candidates to connect training performance to employability quickly, which is exactly why advanced training tends to be taken seriously.

Your decision should start before the sim: how to prepare for advanced IFR

Even when the advanced training component includes a simulator, your success starts earlier in the chain. Advanced IFR is procedural, but it is also cognitive. You are not only flying in cloud, you are operating within constraints: altitude management, speed management, route structure, and decision points.

So what should you do as a candidate, without pretending you can control everything?

First, treat your briefing habits as part of your performance. In advanced IFR, a good briefing does not mean longer talk, it means sharper prioritization. You want the briefing to reduce mental load later, especially when something changes.

Second, rehearse your “configuration reflex.” The exact list will depend on the scenario you are given, but the principle holds: set up the airplane early so you are not hunting for switches while your workload spikes.

Third, monitor your own drift. A common pattern in training environments is that a candidate performs well until they are given too many simultaneous cues, then they start missing small things. The fix is not just “work harder,” it is to slow down your internal workflow so you can keep scanning and cross-checking.

If AELO is using a Boeing 737 NG simulator for advanced IFR, you should expect a strong focus on procedural flow and cockpit management. Your job is to show you can stay ahead of that flow, not chase it after the fact.

APS MCC: what changes when another pilot is part of your grade

When MCC is added, the training goal is no longer purely personal. Your performance is partly a function of how you interact with a partner and how you make your actions predictable to the other seat.

AELO's public materials mention APS MCC training on the Boeing 737 NG simulator. Without inventing what APS stands for in AELO's internal design, you should still recognize the training direction: APS MCC implies an advanced multi-crew training objective tied to aircraft operations and cockpit coordination.

In practice, APS MCC style training often punishes the same things in a consistent way:

Communication that is technically correct but timed badly. A late callout can create confusion that looks like incompetence, even if your knowledge is there.

Actions that assume too much. If you expect the other pilot to do something without a clear agreement, you will end up "rebuilding the plan" during the scenario instead of executing it.

Role confusion. In multi-crew training, you need to know what you own and what you hand off. Even strong pilots struggle when their mental model of roles is unclear.

The best way to prepare is not to memorize scripts. It is to practice becoming a reliable communication partner: short, unambiguous calls, clean control discipline, and quick recovery when something goes off-track.

If you have ever worked in a cockpit or classroom where teamwork mattered, you already know the truth. The advanced multi-crew phase is where your habits become your reputation.

Acknowledge the path you are in: ATPL integrated vs MPL pathway

AELO presents two main publicly described training paths: an 18-month ATPL Integrated Program and a SkyAlps Airlines MPL Program with a job guarantee or placement pathway.

Candidates sometimes underestimate how much the "path structure" shapes your experience of advanced training components. Even if the advanced IFR and MCC blocks are demanding in both tracks, your motivation, assessment pressure, and time horizons can feel different.

An integrated program often gives you a steady ladder of milestones, and the advanced components become the proof points that you can handle complexity as the program intensifies. An MPL pathway can feel more purpose-built toward airline operations, which can make MCC style training feel like the center of gravity rather than a chapter near the end.

You do not need to guess which track will be "easier," because ease is not the point. You need to choose the route that matches how you learn best and how you handle high-stakes feedback cycles. If you thrive with continuous structure, the integrated timeline may fit you. If you want your training emphasis aligned tightly with airline-focused evaluation and coordination, the MPL approach may feel more coherent.

Your evaluation is more than exams, it is performance consistency

Advanced training components tend to reveal what is stable and what is brittle. You can be brilliant on a good day and dangerous on a bad one, and these programs are designed to test whether performance stays controlled

when conditions stress you.

AELO's stated use of a Boeing 737 NG simulator for advanced IFR and APS MCC training suggests the school is investing in realistic scenario generation and repeatable assessment. That usually means you will be graded on consistent execution, not occasional flashes of excellence.

Here is the mindset that helps:

Aim for process quality first. If your scans are disciplined, your configuration is correct, and your communications are crisp, your outcomes improve automatically.

Expect debriefs to be direct. Advanced training is where instructors can point to the exact moment you drifted, the exact communication that arrived too late, or the exact decision that made the workload spike.

Treat each scenario as training for the next scenario, even if you feel you "failed" the previous one. The advanced block will likely be built so you can show improvement quickly, not just demonstrate what you already know.

What candidates should ask before committing (and why)

It is tempting to rely on the school's public description and assume the rest will be straightforward. The trouble is that "advanced" can mean different things across academies, especially in how scenarios are structured, how assessment is handled, and how progress is managed if you stumble.

Before you commit, ask questions that force clarity. You want specifics that affect your daily life during advanced training.

Here are focused questions that match AELO's publicly stated components, without requiring you to speculate about hidden details:

1. How does the Boeing 737 NG simulator training for advanced IFR and APS MCC progress from basics to higher complexity?
2. What are the typical evaluation criteria used in advanced IFR, and how do instructors provide corrective feedback between sessions?
3. How is multi-crew performance assessed during APS MCC, especially communication timing and role discipline?
4. What does AELO expect from candidates between simulator sessions in terms of preparation and self-study?

These questions are valuable because they tie advanced training components to the behavior you will need to deliver, not just the technology involved.



Trade-offs you should be honest about

Advanced training components are not only benefits. They create trade-offs you should understand upfront.

One trade-off is intensity. When you move into simulator-based IFR and multi-crew training, you spend more time on higher workload tasks, and less time on comfortable repetition. That can be mentally exhausting, even for competent pilots.

Another trade-off is that strong technical knowledge is not always enough. You can understand procedures perfectly and still lose points if your execution is sloppy or your communication is delayed. Advanced components often grade “how” you do it, not only “what” you know.

Finally, there is the psychological trade-off of high exposure. Simulator training can feel relentless because scenarios can change quickly and you cannot “reset” the environment like you might during a flight where you can regroup. The way you handle stress becomes part of your performance data.

If any of these trade-offs scare you, that is not a reason to quit. It is a reason to prepare deliberately. A bold approach to training means matching your effort to the reality of what the advanced block demands.

Real-world perspective: what success tends to look like

I have seen candidates who do well in advanced phases for a reason that is almost boring: they are reliable.



Reliable looks like this: they arrive prepared, they absorb feedback without turning it into a personal battle, and they treat every scenario as an opportunity to tighten their process. They also handle teamwork without resentment. If another trainee or partner makes a mistake, they do not freeze, they respond using the shared procedures and communication norms they were trained for.

With instructors that AELO says include active airline pilots, your success depends on how well you can convert coaching into immediate behavior. You will likely hear feedback that sounds simple, but it will be specific. Advanced training rewards precision.

If AELO's outcomes and claims mean anything in your decision-making, they mostly reinforce a single point: the advanced components are designed to produce operationally credible candidates. You pilot-expo.com should judge your fit based on whether you can grow under that style of measurement.

Where location and continuity matter

AELO's main operations are linked to Locarno and Gordola in Ticino, Switzerland. For candidates, location is not just geography. It affects continuity of training, access to resources, and your ability to maintain a training rhythm.

Advanced training components work best when the blocks flow with enough time for you to consolidate learning. If you are constantly switching focus, commuting long distances, or losing your study momentum, advanced IFR and MCC skill development becomes harder than it needs to be.

The Diamond DA42 and Boeing 737 NG simulator are both part of AELO's publicly described resource base. While the exact sequencing is not detailed in the available information, the presence of both aircraft training and advanced simulator training suggests a blended approach. The common-sense requirement for candidates is to stay consistent so you can connect what you practice to what you are tested on.

The final test is fit, not hype

AELO's advanced training components, as publicly described, center on advanced IFR and APS MCC training using a Boeing 737 NG simulator, supported by training aircraft such as the Diamond DA42. The academy operates as an ATO with approval code CH.ATO.0311, was established in Switzerland in 1985, and claims more than 30 years of pilot training experience. It also states that instructors include active airline pilots and highlights graduate destinations including major carriers.

Those facts give you a foundation. What they cannot give you is certainty that you personally will thrive in advanced IFR and multi-crew workload.

So treat this like a serious [flight training](#) match-making process. If you enjoy disciplined procedures, you can handle feedback without spiraling, and you want training that forces you to mature into a cockpit professional, AELO's advanced components are the kind of environment that can sharpen you fast.

If, on the other hand, you want a calm, incremental experience with minimal stress testing, advanced IFR and APS MCC will test you more than you may expect.

Your next step is simple: align your mindset and preparation with the realities of advanced simulation training. Then evaluate the program not by the label "advanced," but by whether the training helps you build the habits that survive the scenario, the debrief, and the next day's workload.