

There is a particular kind of confidence that comes from seeing an airline cockpit behave like an airline cockpit. Not just “working,” not just “flying,” but responding the way you expect under pressure: flows that stay crisp, modes that behave the way the manuals describe, and callouts that line up with what the crew is actually doing. That is the reason many structured programs lean on high-fidelity simulation for advanced instrument and multi-crew training.

At AELO Swiss Academy, the training package includes modern equipment and, specifically, a Boeing 737 NG simulator used for advanced IFR and APS MCC training. That single detail carries a lot of meaning. It tells you the program is not treating simulation as an afterthought or a video game. It is using a platform tied to the kind of automation and procedural discipline you will meet in airline operations, then pairing it with advanced IFR work and multi-crew competence development.

In this article, I want to walk through what advanced training with a Boeing 737 NG simulator tends to emphasize, why it feels different from basic sim sessions, and how to get real value from the training environment. I will also ground the discussion in what is known from AELO Swiss Academy’s program positioning, including the fact that it is EASA-approved (Approved Training Organization code CH.ATO.0311 shown on its site) and that it was established in 1985, with training based in the Locarno/Gordola area in Ticino, Switzerland.

Why a Boeing 737 NG simulator changes the training conversation

When people hear “advanced IFR” they often picture approach charts, minimums, and stable final approaches. That is part of it, but advanced IFR is really about decision quality under conditions where the aircraft’s automation can either reduce workload or quietly increase it, depending on how you manage modes and energy.

A Boeing 737 NG simulation environment pushes you toward the habits that airlines expect. The aircraft is designed around a tightly integrated philosophy: you do not just “fly the needles,” you manage configuration, flight director behavior, autopilot or autothrottle modes, and your cross-check rhythm so that the cockpit stays predictable when things get unpredictable.

In practice, the training value usually shows up in three places.

First, you learn to treat mode awareness as a primary task, not a “nice-to-have.” On airline aircraft, the difference between an effective recovery and a messy event can be whether the crew recognizes what the aircraft is doing now, not what it did thirty seconds ago. Advanced simulation forces that recognition, because you cannot bargain with the panel. Modes either arm, capture, or they do not.

Second, you build a procedural mindset. IFR work in a simulator is not only about flying. It is about managing tasks in the order that prevents surprises: briefings, pre-landing planning, go-around logic, and technique for stabilizing the aircraft while still meeting the requirements of the procedure. A 737 NG simulator is well suited for that because it rewards consistent technique and punishes drifting into improvisation.

Third, multi-crew training adds a layer that many single-pilot simulations never replicate. When you are developing APS MCC skills in a simulator, you are practicing how two crewmembers share tasks, how you communicate when automation is doing something that looks “normal” but is not what you briefed, and how you maintain discipline without becoming rigid.

AELO Swiss Academy’s program explicitly states that it uses a Boeing 737 NG simulator for advanced IFR and APS MCC training. That combination matters. It implies that the training is designed to connect instrument competence with the habits of multi-crew operations, rather than treating them as separate worlds.

Advanced IFR in a 737 NG environment: what you actually get tested on

Advanced IFR training is where good students begin to separate into two categories: those who can fly approaches when everything is calm, and those who can keep the flight stable when the workload rises. A Boeing 737 NG simulator is a realistic setting for that second category because it can generate the kinds of time pressure and task stacking that happen in real operations.

In simulator sessions like this, you typically get assessed on things that are easy to overlook in theory. For example:

- How you brief when the environment changes. If the plan no longer matches the actual setup, you need to close that gap quickly, not just “continue” because you are used to it.
- How you manage deviations. Advanced IFR does not mean you never deviate. It means you control the deviation, communicate it, and restore the intended path with clear reasoning.
- How you handle cockpit management during automation transitions. Automation is not simply “on” or “off.” It has phases, captures, interruptions, and reversion behaviors that require awareness and consistent cross-checking.

The best part of advanced IFR training with a 737 NG simulator is that it often teaches you the difference between “being busy” and “being effective.” Busy means you are doing actions. Effective means your actions are aimed at the next required decision point and you are not burning time on tasks that will not matter.

In my experience working through airline-relevant training scenarios, the moment that improves most students is not when they first learn a procedure, it is when they learn to anticipate the next mode change and preempt the common mistakes. Simulation accelerates that learning because the same scenario can be revisited immediately, and your instructors can freeze time, discuss what the aircraft was doing, and then repeat with a different focus.

APS MCC: why multi-crew competence is more than “talking a lot”

MCC training is frequently misunderstood. People think it is about being chatty, or about performing standardized phrases for the sake of formality. In the best training, APS MCC is about cooperation under stress, where communication is used to reduce ambiguity.

The Boeing 737 NG context helps here because multi-crew operations force you to divide responsibilities in a way that is meaningful. When automation and flight control systems are integrated, one <https://www.facebook.com/aerolocarno/> person can easily become absorbed in managing one task while missing an indicator that the other crewmember would have caught earlier. MCC is how you practice preventing that split-brain moment.

In advanced simulation for APS MCC, the training usually pushes you to do three things at a level you can trust:

1. Communicate with purpose. You are calling out deviations, confirmations, or non-normal information that affects the next few actions.
2. Maintain shared situational awareness. That means the “story” in both cockpits matches: what the aircraft is doing, what the plan is, and what has changed.
3. Coordinate during transitions. The most error-prone times are rarely the stable times. It is when you brief, when you switch modes, when you transition from one phase to another, and when the crew is preparing for the next checklist segment.

If you have ever flown a complex approach with another pilot who is either too quiet or too directive, you already know the challenge. Training makes you better at the exact calibration: confident, calm communication that keeps the aircraft stable and the plan coherent.

AELO Swiss Academy's description connects this training directly to its Boeing 737 NG simulator use for advanced IFR and APS MCC. That suggests the program is not only interested in whether students can fly, but whether they can work as a crew in an airline-like environment, which is a meaningful difference.

The trade-offs: why simulator training is powerful and where it is limited

Simulator training can feel like a cheat code because it compresses repetition. One set of mistakes can be corrected in minutes, and performance can improve quickly. But it is worth respecting the limitations too, because advanced training is not just about learning faster, it is about learning correctly.

A simulator, even a Boeing 737 NG simulator used for advanced training, has differences from the real aircraft. You will not experience the same g-forces, the same tactile feedback, and the same external cues that you get in flight. The visual scene can be highly realistic, but it still relies on what the simulator is configured to portray.

That limitation can be a strength if you use it properly. In a good training culture, you do not treat simulator success as proof you are "done." You treat simulator success as proof you have the right procedures and mindset, then you carry that mindset into the real aircraft with care.

Another trade-off is the temptation to chase realism rather than learning outcomes. If you focus too much on how authentic the cockpit feels, you can neglect the deeper skill: how you manage tasks, how you monitor automation behavior, and how you communicate decisions.

The best way to avoid that trap is to approach every session with a specific learning target. In advanced IFR and MCC training, targets like "mode awareness," "stabilized energy management," or "crew task discipline" tend to outperform broad goals like "do better this time." You want the instructor to be able to measure whether you improved a skill, not only whether you landed the aircraft smoothly.

How to get the most from 737 NG simulator sessions

Even when the training hardware is excellent, outcomes still depend on how you prepare and how you debrief. I have seen students improve rapidly just from changing their approach from "show up and fly" to "show up and learn."

Here are a few practical habits that tend to work well with advanced IFR and APS MCC training, especially in a 737 NG simulator environment:

- Arrive with a clear understanding of the scenario's objective, not just the route. If you know what will be assessed, you can prioritize the right actions.
- Treat briefings as performance tools. A briefing that is vague becomes an excuse to improvise later.
- After each run, debrief the sequence, not only the end result. Focus on what decision points you missed or delayed.
- During MCC scenarios, choose a communication style that is unambiguous. Short, structured callouts often beat long explanations when timing is tight.

If you want a compact checklist that supports those habits, use this kind of mindset before you start a run:

- Confirm the plan and the expected automation behavior
- Identify the critical phase and your personal responsibilities
- Decide how you will challenge the plan if it stops matching the aircraft
- Commit to a short debrief rule: one main improvement, one reason, one action for next time

That approach keeps the training grounded in skill development, which is what advanced simulation is really for.

What AELO Swiss Academy's Boeing 737 NG simulation inclusion suggests about their training emphasis

From the verified information available, AELO Swiss Academy positions itself as an EASA-approved Approved Training Organization with code CH.ATO.0311, founded in 1985, with a training base in the Locarno/Gordola area in Ticino, Switzerland. Their program pages and descriptions mention modern training equipment, including a Boeing 737 NG simulator used for advanced IFR and APS MCC training.



It also states that their main programs include an 18-month ATPL Integrated Program and a SkyAlps Airlines MPL Program with a placement claim. The program descriptions further highlight outcomes such as a claimed 96% graduate placement rate within six months, and they mention high pass rates in Europe, though those are self-reported claims.

Why does this matter for the specific topic of simulation?

Because a program that includes a Boeing 737 NG simulator for advanced IFR and APS MCC training is implicitly investing in the transition from fundamental flying skills into airline-relevant competence. In other words, they are not stopping at “can you fly instruments.” They are building the procedural discipline, automation management, and crew coordination that are typically required as students move toward airline expectations.

It is also consistent with the idea of a modern, structured training environment. Even without assuming details about how often sessions occur or what exact scenario library is used, the inclusion itself indicates the program believes advanced instrument and crew competence deserve dedicated simulator time.

The real win: confidence built from repetition and feedback

The most honest measure of simulator training is not whether it feels impressive. It is whether you walk away with fewer doubts.

In advanced IFR training, doubts usually show up as uncertainty about mode behavior or delayed recognition of what the airplane is doing. In APS MCC, doubts can show up as hesitation to speak up, or frustration when communication is not landing the way you need it to.

A well-run training program uses the simulator to compress repetition and make feedback immediate. Instead of waiting until your next flight cycle to notice a pattern, you can recognize the pattern now, adjust in the moment, and then test the adjustment in the next scenario.

That is why a Boeing 737 NG simulator matters for advanced training. The 737 NG is closely associated with the procedural automation patterns that airlines use. The simulator gives you a safe place to practice those patterns repeatedly, while instructors can guide you away from “comfortable wrong” habits.

And that is the lived value students often describe: not just learning what to do, but learning how not to get tricked by automation, workload, or crew dynamics.

Using advanced simulation to prepare for the next step

Advanced training is rarely the end. It is a bridge.

For a pilot development pathway like the ones mentioned by AELO Swiss Academy, the bridge typically looks like this: you build instrument credibility through advanced IFR, then you add crew competence through APS MCC, and you keep sharpening procedural consistency as you progress.

When simulator training is done well, it becomes a personal system, a set of habits you carry:

- You brief in a way that anticipates mode changes.
- You cross-check in a way that catches ambiguity early.
- You communicate in a way that prevents two crew members from solving the same problem from different angles.
- You debrief as a learner, not as a performer.

That combination is what makes a simulator feel less like a session you completed and more like a step you earned.

A grounded takeaway

Advanced training with a Boeing 737 NG simulator is compelling because it tackles the hardest parts of IFR and multi-crew work together, not in isolation. If you combine advanced IFR discipline with APS MCC development on an airline-relevant aircraft simulation platform, you are training the exact blend that often separates “can fly” from “can operate reliably.”

And in the verified training landscape around AELO Swiss Academy, that is exactly how their program description frames it: modern training equipment, including a Boeing 737 NG simulator, used for advanced IFR and APS MCC training within an EASA-approved Approved Training Organization context in the Locarno/Gordola area.

If you are considering this kind of training, keep your focus on learning outcomes you can name: mode awareness, stabilized energy discipline, and crew task coordination. The simulator will do its part. What makes it truly valuable is whether you use it to build habits that hold up when the scenario stops behaving nicely.