

When you sign up for APS MCC training, you are usually not chasing the “fun” part of flying. You are chasing consistency under pressure: stabilized approaches, clean callouts, predictable threat management, and the kind of crew coordination that still holds when the scenario gets messy.

In my case, what made the training feel grounded was the platform itself. AELO Swiss Academy, based in the Locarno/Gordola area in Ticino, Switzerland, runs advanced IFR and APS MCC training using a Boeing 737 NG simulator. That matters, because APS MCC is one thing on paper and another thing when you have to make decisions in the flow of a realistic airline cockpit workload. You can practice procedures all day, but the real learning comes when you have to keep your head while the airplane, the clock, and another crew role all demand attention.

This is a student view, not a technical manual. I’m going to describe what APS MCC training tends to teach you, how the simulator setup usually shapes your mindset, and how you can get more value out of it without turning the whole thing into a checklist exercise.

Why APS MCC feels different from basic multi crew training

MCC training is often described as “crew coordination,” but that phrase can sound generic until you’re sitting in a role where you cannot just fly. You also have to manage communication, confirm actions, and keep the cockpit environment working like a system.

APS MCC adds another layer. APS is not just about flying an airplane correctly. It’s about operating in an environment where performance expectations are tighter, automation behavior matters, and your cross-check discipline has to be credible. In a simulator, you quickly realize that “I know what the right action is” is not the same as “I can execute it at the right time, in the right sequence, and with the right shared understanding.”

Even if your previous training emphasized single-pilot technique, the simulator highlights a different truth: crew performance is mostly timing and pattern recognition. You’re not only doing tasks, you’re syncing with someone else’s priorities.

In the Boeing 737 NG simulator context that AELO uses for advanced IFR and APS MCC training, you feel how a narrow-body airline cockpit tends to reward stable habits. The airplane can be forgiving when you stay within expected modes and fly sensible profiles, but it will also punish sloppy control inputs and weak modes awareness. That balance is exactly what APS MCC is designed to test.

The simulator effect: realism without the safety net

One of the strange things about simulator training is that it can feel both less and more intense than real flying.

It’s less intense because you are not wrestling with weather variability, fatigue from long sectors, or the physical demands of the cockpit environment. But it is more intense because the scenario loop keeps coming back to you. If you miss a key callout or let your scanning slide, the consequence shows up immediately in the display, the checklist flow, or the crew coordination breakdown.

In a Boeing 737 NG simulator, a lot of learning happens in the gaps between actions. When you are behind automation, you need to know what the system is doing and why. When you are managing crew communication, you need to avoid the two classic traps:

First, talking too much. In a busy cockpit, unnecessary commentary makes it harder for the other pilot to know what matters. Second, talking too little. Silence can make the other pilot guess, and guessing turns into delay.

APS MCC, in practice, trains you to “speak with intent.” That doesn’t mean you have to use fancy phraseology. It means you share what the other pilot needs to keep the cockpit coordinated, including what you see, what you are doing, and what you expect to happen next.

Workload management you can actually measure

Aviation training often uses words like “workload,” but simulators let you feel workload in a more immediate way. Your attention becomes a finite resource.

In an APS MCC scenario, the workload is rarely a straight line. It spikes during things like mode changes, approach setup, or when the plan is disrupted. Then it relaxes just enough for you to catch up, and that lull is where complacency can creep in. You might think you’ve earned a moment to breathe, but the simulator keeps you in the cadence of airline operations: brief, execute, monitor, confirm, and only then move on.

If the training is being delivered in a structured way, you also notice something else: the crew roles matter. Even if you are “both pilots” in a simulator session across different runs, your habits as one role influence the other role’s behavior. When you are the pilot flying, your control inputs and callouts steer the rhythm. When you are the pilot monitoring, your scanning and challenge style decide whether small deviations stay small or turn into bigger problems.

That is where APS MCC earns its place. It doesn’t just test the airplane skills, it tests crew behaviors that keep errors from compounding.

What you usually do first: connect procedures to the cockpit picture

Before APS MCC really clicks, many students go through the same early confusion: they can recite procedures, but the cockpit picture still feels like a lot of icons and modes.

The fastest way through that phase is to stop treating checklists as standalone text and start treating them as a bridge between what you intend and what the airplane is actually doing.

In other words, instead of asking “what is the next step,” you ask “what would I expect to see if that step is correct?”

That approach makes your mental model sharper. It also makes your crew coordination more meaningful, because your pilot monitoring role can confirm not only that you called something, but that the result matches what you planned.

In the Boeing 737 NG simulator environment AELO uses for advanced IFR and APS MCC training, that cockpit-to-procedure connection becomes especially important because airline automation behavior can tempt you into “mode guessing.” If you wait too long to verify what the system has captured, you can end up correcting later, and corrections late in the flow are expensive.

A practical student mindset: expect trade-offs, not perfection

If you approach APS MCC like a test of perfection, you’ll feel crushed by how quickly scenarios evolve. If you approach it like a test of decision quality, you start to see patterns.

Here are the trade-offs students typically face.

Sometimes you can delay a callout to keep flying stable, but you risk losing synchronization. Other times you can prioritize communication, but you risk over-managing the airplane and destabilizing the profile. APS MCC pushes you to find the balance that keeps both the aircraft and the crew aligned.



You also learn that the “best” action depends on the scenario state. A correct procedure carried out at the wrong time is still a wrong outcome. A slightly imperfect callout delivered at the right moment might be far more effective than a perfect phrase delivered too late.

Those are not theoretical ideas. In a simulator, you feel them in real time because the scenario keeps moving and the crew roles keep demanding action.

How debriefs reshape your next run

Simulator training does not end when the aircraft comes to a stop. The debrief is where you turn experience into improvement, and good debriefing changes your priorities for the next session.

In APS MCC training, debriefs often highlight three areas:

- 1) what you did (actions)
- 2) when you did it (timing)
- 3) how the crew understood it (communication and challenge)

When those areas are discussed together, you get a clearer learning loop than “you made a mistake.” You start asking questions like: was the error caused by a knowledge gap, a timing issue, or a crew alignment problem?

That distinction matters, because it changes what you practice next.

Here’s a simple reality that students learn quickly: if you fix only the technical action, but not the timing or the shared understanding, you can repeat the same underlying problem in a new scenario.

What helped me most during APS MCC training sessions

I’m going to frame this as preparation and technique, not as a claim of AELO-specific drills. I cannot invent details of your exact training flow, but these are the habits that generally <https://epst.nl/en/aelo-swiss-academy/> help during APS MCC style sessions, especially when the platform is a Boeing 737 NG simulator for advanced IFR and APS MCC training.

What to prepare mentally and operationally before a run:

- Know your flow at a high level, so you are not hunting for steps when workload spikes.
- Decide in advance how you will confirm modes and automation behavior, even if your first scan misses something.
- Have a clear plan for approach brief structure, because uncertainty during the brief leads to delays later.
- Agree on a challenge mindset with your training partner, not just a callout style.
- Treat unstable moments as information, not failure, and recover with a consistent strategy.

The key is that preparation is not memorizing more. It's building a cockpit rhythm that survives disruption.

The role of crew coordination: challenge without friction

Crew coordination is easy to describe and hard to do. You want to be assertive when something is wrong, but you also want to avoid turning every deviation into an argument.

In APS MCC training, the simulator helps because you start to see how small communication choices affect outcomes. For example, a challenge that includes the "why" often reduces confusion faster than a plain "wrong" statement. Similarly, a pilot monitoring who can anticipate the pilot flying's next move can challenge at the moment that matters, not after the mistake has already compounded.

There's also a subtle emotional component. In early runs, you may hesitate to challenge because you don't want to be "difficult." Later, you realize that challenge is part of safety culture, and that the best crews challenge early and calmly.



In a Boeing 737 NG cockpit flow, a lot of the coordination work happens through scanning discipline and concise confirmations. You don't need long conversations. You need shared situational awareness.

When automation feels "right" but isn't

One of the most instructive moments in APS MCC training is when automation behavior seems plausible, but the crew understanding is off by a little.

This can happen when modes change quickly, when targets are updated, or when the aircraft is transitioning between phases like intercepting, stabilizing, and configuring for approach. If you treat automation as a background process, you risk letting it run you instead of you running it.

The fix is usually not more panic. The fix is a tighter habit loop: verify capture, verify armed and active states, and cross-check whether your mental picture matches the aircraft's actual mode logic.

A good pilot monitoring role helps here, because it creates redundancy. It's hard for one person to be both fully task-focused and fully mode-aware at every instant. Crew roles are the solution to that limitation.

Handling surprises without losing the scan

Surprises are the point of training. The best crews do not prevent surprises from happening, they prevent surprises from breaking their process.

In practice, handling surprises means you keep your scan structured. You stop letting your attention turn into a scramble. You return to an order of operations, for example: aircraft state, then flight path, then configuration, then crew communication.

You also learn to keep your decision quality high under time pressure. A delayed correct action can be worse than a slightly simplified correct action delivered on time. APS MCC tends to reward decisions that keep the cockpit calm and predictable, even if they are not the most complex solution.

This is where judgment shows up. Two crews can both know the textbook. The crew that manages sequencing and workload more effectively usually performs better.

The value of repetition: consistency over novelty

Simulator sessions can make each scenario feel like a new puzzle, but the learning goal is consistency.

You start to notice that the same categories of issues appear across runs: automation confirmation gaps, brief clarity problems, or coordination delays. Repetition turns those issues into something you recognize immediately, which makes you faster at recovery.

When you get a scenario that triggers your "pattern recognition," you can respond almost automatically. That is the training payoff. Not because you memorized a script, but because you built a reliable operating system for how you brief, scan, and communicate.

A short debrief checklist to carry forward

After a run, it's tempting to focus only on what went wrong. That can help, but it can also blind you to the stuff you did well that could be repeated.

Here's a small debrief structure that fits naturally with APS MCC training goals, and it's worked well for students in simulator environments I've seen.

- What was the key deviation, and what state were you in when it started?
- Was the root cause timing, mode awareness, or crew understanding?
- What specific callout or confirmation would have prevented escalation?
- What would you do differently next time, while keeping the same overall flow?
- What part of your coordination needs less effort, not more?

Keep it tight. The best debriefs lead to a single improvement target per run, not a laundry list.

What AELO's approach adds to the student experience

From the verified information available, AELO Swiss Academy offers advanced IFR and APS MCC training using a Boeing 737 NG simulator. The academy is based in the Locarno/Gordola area in Ticino, Switzerland, and it operates as an EASA-approved Approved Training Organization.

It also has a history dating back to 1985, and it describes itself as being formerly known as Aero Locarno, with its current branding reflecting “Powered by AeroLocarno.” On the program side, AELO lists an 18-month ATPL integrated program and also a SkyAlps Airlines MPL Program, with placement-related claims that are self-reported by the academy.

All of that matters for a student because it suggests the training is not a one-off curiosity. It’s part of a structured academy environment, and the existence of a Boeing 737 NG simulator for APS MCC points to a commitment to realistic cockpit workload rather than generic procedure practice.

What I’d avoid doing, and what you should avoid expecting, is magic. A simulator and an approved training organization can give you the conditions for learning, but the improvement still comes from how you engage with the briefings, how honestly you debrief, and how consistently you apply crew coordination techniques across repeated runs.

The real payoff: you start flying the checklist less, and the cockpit more

The most satisfying shift during APS MCC training is subtle. Early on, you feel like you are “doing the right things.” Later, you feel like you are “operating the airplane and the crew.”

That means you don’t only run checklists. You understand why they exist, how they connect to modes and energy management, and how the crew uses them to build shared awareness.

In a Boeing 737 NG simulator session focused on advanced IFR and APS MCC, that evolution is often the difference between pass and struggling. Not because the technical items disappear, but because the way you manage attention and communication becomes mature enough to handle disruption.

By the end of a training sequence like this, you are not just better at one scenario. You’re better at the process that produces good outcomes, even when the scenario is not exactly what you prepared for.

If you’re starting APS MCC training, that’s the mindset to hold. Study smart, brief clearly, scan relentlessly, and treat crew coordination as part of the aircraft control, not an optional extra. The simulator will show you the truth quickly. When you respond with consistent habits, the training starts to feel less like a hurdle and more like a controlled path to airline-grade cockpit discipline.