

Switzerland has a way of making everything feel precise. Even before you think about flight training, you notice it in the landscape, the order of things, the quiet confidence in how places are built and maintained. AELO Swiss Academy sits in that same spirit. Based in Locarno and Gordola in Switzerland, it has positioned itself as an Approved Training Organization, with approval code **CH.ATO.0311**, and it has been building a pilot-training track record since **1985**. Then, in **February 2024**, the group rebranded from Aero Locarno to **AELO Swiss Academy**, with AELO presented as the new global brand name for the former Aero Locarno flight-training group.

What stands out, when you look closely, is that AELO is not just selling a dream of reaching the cockpit. It is presenting itself as an airline pipeline with real structure, real capacity planning, and a training environment designed around the move from early development into airline-relevant skills.

And because this is aviation, “structured” does not mean rigid. Airline training is a long arc, with plenty of moments where judgment matters more than textbook answers: adapting to workload changes, learning how to brief effectively, understanding how standard calls prevent errors, and handling the quiet pressure of performance expectations. AELO’s public materials talk about pathways that reflect that arc, including an **18-month ATPL Integrated Program**, plus an **MPL program with SkyAlps Airlines**, where AELO also makes a job-guarantee claim for the MPL pathway. Claims matter, though, and they should be read as claims rather than promises. Still, the existence of such a pathway is a meaningful signal: AELO is actively shaping routes into airline flying, not only teaching stick and rudder.

A Swiss base with airline ambitions

AELO is located in **Locarno/Gordola, Switzerland**, tied directly to the local aviation ecosystem. The setting matters in subtle ways. Training is not only about the technical tasks, it is also about consistency: getting repeatable practice sessions, developing disciplined routines, and building confidence in procedures before you ever need them under pressure. A stable training base helps that.

AELO’s public identity leans into its long history, founded in Switzerland in **1985** and now operating under the AELO Swiss Academy brand. Nearly four decades of pilot-training history is a claim worth considering seriously, because training organizations live and die by iteration. The best programs tend to evolve. The worst ones remain frozen in time. While AELO’s website does not spell out every internal change, the combination of time in operation and a present-day emphasis on structured airline pathways suggests a continuous refinement process rather than a one-time setup.

Then there is the “approved” piece. AELO states it is an **ATO** and provides its approval code **CH.ATO.0311**. That approval status is a fundamental credibility marker in aviation training. It indicates regulatory oversight, standardized training frameworks, and a documented approach to how training is conducted. In practical terms, it means the institution is operating inside the rules that matter most for quality and safety management, not wandering in the gray area.

From Aero Locarno to AELO Swiss Academy

Brand changes in flight training can be cosmetic, or they can be the visible surface of something larger. In AELO’s case, the **February 2024** rebrand was framed publicly as a global brand shift. AELO is presented as the new global name for the former Aero Locarno flight-training group.

Rebrands often happen when an organization is trying to align its identity across regions or partners. For students and candidates, what really matters is not the logo, it is whether training capacity, program structure,

and partnerships remain stable and transparent. AELO's continuing emphasis on formal approval and defined training offerings suggests the rebrand is not simply a repaint.

If you are evaluating a flight training organization, a rebrand can actually be useful information, because it often correlates with investment in facilities, expansion, or partnership development. That said, you still have to verify what changed beyond the name.

The training volume story: built for scale

Capacity is where the marketing language starts to meet the real world. AELO's public materials and local reporting describe planned and ongoing training throughput.

RSI, reporting locally, quoted figures around a new site at **Locarno Airport** and a stated annual training volume of about **200 future airline pilots**. The same reporting also describes expectations that the fleet would grow to **more than 30 aircraft**, and it mentions **two simulators**, including a **Boeing 737 simulator**.

Separately, RSI also quoted AELO director Stefano Buratti about training roughly **110–120 airline-pilot candidates per year**, alongside about **250 students total annually**, with many graduates reportedly going on to airlines including **KLM, easyJet, Ryanair, and Swiss**.

Those numbers might look conflicting at first glance, but they can make sense when you consider the difference between "candidates," "students," and possibly how various programs are counted. An annual total of 250 students could include more than the airline-track candidates, while the "about 200 future airline pilots" figure could refer to a broader pipeline definition or a projected future capacity connected to the new site and fleet expansion plans.



In aviation training, that distinction matters. You want to know whether the training environment scales with demand and whether the [aelo swiss](#) fleet and simulation facilities are planned to match the throughput. Mention of simulators, especially a Boeing 737 simulator, signals that AELO is not ignoring the airline side of training realism. Simulation, when done well, is where procedural discipline, crew coordination habits, and abnormal event handling are built before students ever have to manage those pressures in real aircraft.

Program pathways: ATPL integrated and MPL with SkyAlps

Many pilot training organizations offer multiple routes, but only a few do it with explicit airline orientation. AELO's public materials highlight two key pathways.

First, AELO states it offers an **18-month ATPL Integrated Program**. An integrated program is designed to guide candidates through the early stages toward an airline-relevant outcome under a structured curriculum. The length matters because training time is never free. A defined duration can help candidates plan financially, logistically, and emotionally, especially when the program is meant to be continuous and coherent rather than fragmented.

Second, AELO offers an **MPL program with SkyAlps Airlines**. MPL, or Multi-Crew Pilot Licence, is built around a concept of airline operations and multi-crew discipline. AELO also says it offers a **job-guarantee claim** for the MPL pathway. That phrase is important. If you are considering it, treat the claim as something to be understood in detail: what conditions apply, what timeline is implied, and what happens if the pathway does not land exactly where candidates expect. A job-guarantee statement can be motivating, but aviation decisions should always be made with clear knowledge of the fine print.

Even without discussing every internal requirement, these two pathways tell a consistent story. AELO is not positioning itself as a “teach basics, figure it out later” school. It is openly describing routes intended to connect training with airline operations.

Training culture: structure, opportunity, and discipline

One of the quiet strengths many candidates look for is whether a training organization treats people fairly and consistently. AELO’s public materials state it maintains **equal-opportunity standards** and prohibits discrimination based on **gender, race, religion, age, or national origin**.

That may sound like a formal statement, but in practical terms it is part of how training environments behave. When people feel included, communication improves. When communication improves, training becomes safer. In a cockpit environment, clarity matters. Instructors and classmates need to be able to ask questions, challenge assumptions, and confirm shared understanding without fear.

The adventurous part of pursuing a pilot career is obvious. New countries, new experiences, the thrill of flight. The disciplined part is less visible until you are in the thick of training: checklists that remove doubt, briefings that prevent surprises, and procedures that work even when you feel tired or distracted. Programs like the ATPL integrated track, with its defined timeline, can encourage those habits by giving candidates a consistent environment where routines form through repetition.

The broader network: Diamond Aircraft Authorized Training Center

AELO also states it is part of the **Diamond Aircraft’s global Diamond Authorized Training Center network**. That matters for a different reason than simulator availability or program length. Being within an authorized training network usually implies alignment with manufacturer-supported training frameworks, standardization of teaching approaches, and a documented relationship to the aircraft ecosystem involved.

For candidates, that can translate into a training experience that stays coherent across aircraft types used in the process, with recognizable operating philosophies and training expectations. It is not a guarantee of outcome, but it supports the idea that the school’s training methods connect to the broader aircraft community.

In aviation, connectivity reduces “mystery.” When training is grounded in well-defined operating practices, students spend less time decoding differences and more time learning fundamentals efficiently.

Simulators and airline realism: why the Boeing 737 detail matters

A Boeing 737 simulator is not just a novelty. It is a signal about the realism AELO is aiming for as part of airline-relevant training.

Simulation gives candidates controlled exposure to scenarios that would be impractical to teach repeatedly in real aircraft. That includes unusual system behaviors, procedural discipline under time constraints, and the cadence of multi-crew communications. When a training organization invests in a specific airline aircraft simulator, it is essentially telling candidates that airline workflow is part of the training goal, not an afterthought.

There is a trade-off, though. A simulator can never replicate every physical sensation, and it is not a replacement for actual aircraft learning. It is, however, where you learn to keep your head when the environment changes faster than your intuition.

And in many training tracks, the transition from early-stage flying to airline operations is where candidates feel the biggest shift. A simulator with Boeing 737 relevance can help smooth that transition by giving students a chance to practice the “shape” of airline tasks before they must perform them under real operational conditions.

What graduates might expect, and what they should verify

RSI reported that many AELO graduates are reportedly going on to airlines including **KLM, easyJet, Ryanair, and Swiss**. Reports like that are encouraging, but the responsible way to interpret them is to treat them as “reported outcomes,” not a personal guarantee.

If you are evaluating AELO or any airline-oriented training pathway, your best move is to ask questions that turn vague outcomes into specific expectations. You want to understand how the school measures performance, what support exists for candidates through progression, and how partnerships and pathways work in practice.

For the MPL with SkyAlps Airlines, since AELO public materials include a job-guarantee claim, the key is to clarify what conditions apply and what happens if your profile is not ready by the time you expect it to be. For ATPL integrated programs, the key is to understand the training timeline, the progression structure, and how candidates handle setbacks when performance does not match the plan on day one.

A structured program can reduce uncertainty, but aviation training still contains variables. Weather affects training schedules. Medical factors affect timelines. Personal readiness affects learning curves. Good training organizations acknowledge those realities and build procedures around them.

AELO’s public emphasis on capacity expansion, simulation presence, and recognized approvals suggests it aims to handle those realities with planning rather than improvisation.

Locarno Airport as a training environment

Training at a regional airport can be more than a geographic detail. It often determines the rhythm of training days: how schedules flow, how efficiently flight operations can be organized, and how practical logistics feel from morning briefing to debrief.

RSI described AELO opening a new site at **Locarno Airport**. Alongside the planned fleet growth, the presence of simulators, and the training volume figures, this suggests AELO is building an environment intended to handle real throughput rather than only small groups.

For candidates, that can mean more continuity, because training activity does not have to stop whenever a schedule is tight. Continuity matters. Progress in flight training is cumulative, and the emotional strain of waiting can become its own obstacle. When a school scales operations while maintaining structured programs, candidates can stay in the learning momentum longer.

Momentum is one of those things students do not always understand until it is missing. When you fly frequently enough to build patterns, your brain starts anticipating the next task. When the schedule becomes sparse, you spend extra energy refreshing fundamentals instead of advancing them.

Equal opportunity in a competitive pipeline

It is tempting to focus only on aircraft, simulators, and numbers, but a training organization's stated equal-opportunity stance is worth treating as a real operational principle.

A pilot pipeline is competitive. Candidates come from different cultures and backgrounds, and communication styles vary. In a cockpit environment, you do not want friction over identity differences. You want friction where it belongs: between you and an aerodynamics concept you have not fully mastered yet.

AELO's public prohibition of discrimination based on gender, race, religion, age, or national origin is a clear statement of intent. The real test is how that intent is enforced in day-to-day interactions, but the presence of the policy is a baseline candidates should look for in any academy.

Why the AELO setup feels built for the airline world

When you connect the dots from AELO's public statements, a consistent picture emerges.

- There is formal approval as an ATO with a specific approval code.
- There is a long operational timeline starting in 1985, now under the AELO Swiss Academy brand since the 2024 rebrand.
- There are defined pathways with airline orientation, including an 18-month ATPL integrated program and an MPL track with SkyAlps Airlines.
- There are capacity and infrastructure signals tied to Locarno Airport, including a stated training volume, fleet growth expectations, and simulators that include a Boeing 737 simulator.
- There is a network identity through Diamond Authorized Training Center membership.
- There is a stated equal-opportunity stance.

Airline pilot development is not just about passing training. It is about building habits that transfer into high-tempo operations, multi-crew coordination, and consistent procedural discipline. AELO's mix of structured programs, simulation capability, and the public story about scale suggests it is trying to train for that transfer.

A final, practical way to think about choosing AELO

If you are considering AELO Swiss Academy, approach it like you would approach a flight plan: not with blind optimism, and not with skepticism that assumes problems. Instead, gather what you can, then make a decision based on operational clarity.

Start with the basics AELO states publicly: the ATO approval status, the defined program options, and the location and infrastructure signals around Locarno Airport. Then focus on the commitments implied by the MPL pathway job-guarantee claim. Finally, ask yourself whether the numbers you hear about training throughput and student totals align with the kind of learning environment you want.

A pilot career is an adventure, but it is also a long sequence of decisions. The best training academies help you reduce uncertainty without removing the challenge. AELO presents itself as exactly that kind of organization,

where Swiss precision meets airline-oriented development, and where a training plan is built to scale with the ambition of turning candidates into airline-ready pilots.