A lot of people hear “MCC” and assume it’s just about flying with someone else in the cockpit. That’s part of it, but APS MCC training goes deeper than etiquette and checklists. It focuses on how crews coordinate under pressure, how decisions ripple through a workflow, and how a cockpit becomes a single thinking system rather than two separate jobs happening side by side.

If you’re aiming for that “real airline” mindset, APS MCC training is designed around the uncomfortable truth that, in a multi-crew environment, good outcomes are rarely produced by one brilliant person. They’re produced by a crew that communicates early, distributes tasks intelligently, manages interruptions, and keeps control of priorities when the situation starts to get busy.

For context, AELO Swiss Academy positions its advanced IFR and APS MCC training using modern training equipment, including a Boeing 737 NG simulator. That matters, because MCC learning benefits from realistic workload, realistic flows, and realistic timing, not just theory.

Below is what APS MCC training is really targeting, what good looks like when it’s going well, and where crews typically get tripped up.

Why MCC is not just “communication”

Multi-crew coordination is often described as “communication skills,” but that framing can trick you. Saying the right words at the wrong time, or saying them too late, is still a coordination failure. Likewise, being quiet when you should be challenging, or jumping in without a clear reason, can be just as damaging as poor radio discipline.

The cockpit is a tight feedback loop. You do something, someone else monitors it, the shared mental model updates, and then the next action becomes smoother or starts to unravel. MCC training targets how that loop stays intact even when conditions become less predictable.

In other words, APS MCC training is less about knowing what to say and more about synchronizing intent. You and your co-pilot should be aligned on what the aircraft is doing, what the plan is, and what each person’s job is next.

The most effective crews I’ve worked around tend to sound calm, but their calm is structured. They’re not avoiding pressure. They’re managing it.

The practical competencies APS MCC aims to develop

APS MCC sits in a lane between “basic flying proficiency” and “full operational teamwork.” You’re not being taught everything from zero. Instead, the emphasis is on crew behavior patterns that reduce errors and recover them faster when something goes off script.

Here are the core competencies that APS MCC training typically targets, in a way that maps to what evaluators look for during simulator events:

- **Role clarity and task sharing**: making sure both pilots know who is doing what, and when the next handoff happens
- **Cross-checking and monitoring**: using standardized monitoring so small deviations get noticed early
- **Communication discipline**: concise, timely callouts that support shared situational awareness, not noise
- **Decision making under workload**: choosing what to prioritize when you cannot do everything perfectly at once
- **Threat and error management behavior**: recognizing how threats create errors, then applying appropriate mitigation and recovery actions

Notice how none of that is “magic airline instinct.” It’s all behavior you can practice, measure, and improve. The simulator becomes the place where you rehearse the timing of these behaviors until they become automatic.

How APS MCC training handles “the real problem”: workload spikes

In a single-pilot mindset, you can sometimes “hold everything in your head.” In a multi-crew cockpit, workload spikes are where coordination either shines or collapses.

An APS MCC scenario often forces the crew to manage several competing demands at once: configuration changes, approach monitoring, performance considerations, system indications, and the normal stream of tasks that comes with IFR and airline-style operations. The learning objective isn’t to make you do more tasks. It’s to make you do tasks in the right order, with the right level of attention from the right person.

One of the best ways to understand MCC targets is to watch for what happens when workload rises:

- The pilot flying may become “heads down,” chasing the aircraft profile and delaying callouts.
- The pilot monitoring may start to “guess” the plan if briefing is vague.
- Either pilot may try to fix everything alone, especially when time feels short.

APS MCC targets those breakdown patterns directly. The training environment pushes you to keep the cockpit’s shared picture updated, even when your personal attention is taxed.

In a Boeing 737 NG simulator setup, for example, realistic workflows and multi-step tasks help trainees learn where the cognitive bottlenecks appear. Then you practice bridging that gap with crew coordination habits that keep the decision chain intact.

Briefings that create shared intent

A strong briefing is not a speech. In MCC terms, a briefing is a coordination tool that prevents mismatches.

When briefing is weak, crews often do fine at first, then start disagreeing mid-task without realizing why. One pilot assumed “expect vectors,” the other assumed “stable approach,” and suddenly both are performing the

same time-critical tasks with different expectations. You can feel it happen: the cockpit becomes slower, because every step requires negotiation instead of execution.

APS MCC training typically emphasizes briefings that answer questions like:

- What is the plan right now?
- Who monitors what, and how do we confirm it?
- What changes would require us to deviate from the plan?
- What are the “must-not-miss” items during the next phase?

It’s not about reading a script. It’s about building a shared intent so you can communicate fewer words, faster, with fewer misunderstandings.

Monitoring is a crew task, not a personal habit

A common misconception is that monitoring is mostly the monitoring pilot’s job. Monitoring is actually a crew responsibility, because the flying pilot’s actions change the monitoring pilot’s workload, and the monitoring pilot’s prompts can change the flying pilot’s focus.

Good MCC monitoring includes early detection, clear feedback, and a willingness to correct before the aircraft state forces a bigger correction later. In simulator sessions, the difference between “we noticed it eventually” and “we caught it in time” is often just a matter of whether callouts were timely and whether the crew used an agreed monitoring pattern.

In high-performance training contexts, including scenarios with advanced IFR elements, the goal is to build monitoring behaviors that stay effective when the approach gets busy, when distractions appear, and when the crew has to respond to indications that demand attention.

Challenge and response: speaking up without derailment

Every multi-crew cockpit eventually faces a moment where someone has to say, “Hold on, that doesn’t look right.”

The challenge part is critical, but MCC also trains the response. A challenge without a structured response can create confusion. A response without acknowledging the challenge can shut down communication.

What strong crews tend to do is:

1. Make the challenge concise and specific.
2. Confirm what the other pilot believes is happening.
3. Decide on the corrective action quickly and state it clearly.

That pattern reduces the emotional drag that can come from disagreement. It also prevents the “debate phase,” where the aircraft is still moving while the crew is arguing about what to do next.

APS MCC training aims to make challenge and response normal, not dramatic.

Teamwork that survives interruptions

Interruptions are guaranteed in real operations, and MCC training prepares you for them. The simulator can insert unexpected items that disrupt the flow, such as timing pressure, configuration changes, or changes in what the

crew must manage next.

What matters is how you protect the workflow. You cannot eliminate interruptions, but you can reduce the damage by keeping the cockpit stable:

- maintaining awareness of who is doing which task,
- using callouts that help the other pilot reorient quickly,
- and confirming the aircraft state before moving on.

This is where coordination becomes more than “two people talking.” It becomes “two people using shared structure to recover and continue.”

The subtle target: maintaining the shared mental model

In training, one thing often becomes clear: pilots can be doing technically correct actions while still failing the coordination objective.

You can get the aircraft back onto profile and still be wrong about what’s happening. You can run a checklist correctly and still have the crew’s assumptions out of sync. If the shared mental model breaks, the next step becomes a guess.

APS MCC targets the mental model as much as the controls.

When both pilots stay aligned on the aircraft state, the next expected change, and the reasons behind decisions, coordination errors drop dramatically. The simulator is a great place to learn this because you can replay what happened and identify the exact moment the shared understanding diverged.

What preparation looks like before you ever get in the simulator

Even the best training course cannot manufacture habits overnight. If you arrive with solid fundamentals aeloswiss.com and an open mindset, the training becomes more efficient because you are not re-learning basics while trying to learn teamwork.

Here is a short prep checklist that helps crews get more out of MCC training sessions:

- **Review your standard flows and know what you do first, second, and last**
- **Plan a briefing style that covers intent and monitoring responsibilities**

- **Practice concise, timely callouts in your own cockpit mindset**
- **Be ready to accept feedback without turning it into an argument**
- **Mentally rehearse how you would recover from a disrupted sequence**

This is not about memorizing airline phrases. It's about arriving with structure so the training can focus on the coordination objectives rather than basic task ownership.

AELO Swiss Academy and APS MCC training in a simulator environment

AELO Swiss Academy is described as an EASA-approved Approved Training Organization (code CH.ATO.0311), and its training includes an 18-month ATPL Integrated Program as well as a SkyAlps Airlines MPL Program. The academy states that it offers a fully comprehensive ATPL integrated package and uses modern training equipment.

On its program pages, AELO Swiss Academy also indicates that it uses aircraft such as the Diamond DA42 and a Boeing 737 NG simulator for advanced IFR and APS MCC training. That simulator emphasis matters for how APS MCC flight training targets are taught. Multi-crew coordination is a timing skill, and timing improves faster when the environment lets you repeat realistic sequences with immediate coaching.

You can study teamwork concepts anywhere. The hard part is turning them into behavior under pressure. A simulator lets you practice the behavior when the scenario changes and when workload rises.

Edge cases: when crews think they are coordinating but aren't

Some coordination failures look "reasonable" at first glance. That's why APS MCC training often reveals patterns trainees didn't anticipate.

One edge case is when both pilots are actively working, but each is working from a different plan. You can hear it in the tone of the cockpit. Callouts may be correct individually, yet the crew's intent is misaligned. The result is slower decisions, unnecessary confirmation steps, and sometimes late interventions.

Another edge case is over-calling. A crew can flood the cockpit with callouts that are technically accurate but not prioritised. The monitoring pilot, overwhelmed, may stop filtering information and start reacting to everything equally. Then the important deviations become just another noise item.

APS MCC pushes crews to learn prioritization. Callouts should serve decision making. They should not replace it.

What "good" looks like by the end of APS MCC training

By the time you're truly absorbing MCC training, you'll notice changes that have nothing to do with being louder or more confident.

Good APS MCC behavior often looks like:

- the cockpit sounds organized even when the situation is not
- tasks transition smoothly between pilots without needing constant verbal reminders
- challenges are specific and followed by decisive action
- monitoring is timely, structured, and not reactive
- when something goes off-plan, the crew re-stabilizes quickly and continues with a shared intent

The best sign is not perfection. It’s recovery speed. A crew that can correct a misunderstanding early, re-align their plan, and return to stable workflows demonstrates the kind of coordination APS MCC is designed to cultivate.

A final perspective: teamwork is a skill, not a personality trait

Some people arrive expecting that teamwork means being naturally agreeable. In practice, APS MCC trains teamwork as a set of operational behaviors. You can be introverted and still communicate effectively. You can be assertive and still coordinate poorly if you do not consider timing, monitoring needs, and shared intent.

What APS MCC targets is the disciplined version of teamwork: the kind you can rely on when conditions are demanding, when decisions must be timely, and when the crew’s attention is under strain.

If you want the training to stick, don’t chase “airline mode” as a vibe. Chase coordination behaviors as repeatable actions. When you do that, the simulator stops being a place to “get through scenarios,” and becomes a place where you build a crew mindset that carries into the real operation.