

There is a particular kind of excitement that shows up when a flight-training operation changes its name, reshapes its base, and quietly adds capacity at the same time. It is not the loud kind you see in product launches. It is the practical kind, the kind that shows up in hangar doors being repainted, paperwork being updated, and training schedules shifting to fit a new rhythm.

AELO Swiss Academy's recent timeline has exactly that feel. The story is anchored in one location, Locarno in Ticino, and in a sequence of decisions that unfolded across rebranding, relocation, and expansion of training offerings.

From Aero Locarno to AELO Swiss Academy

The rebrand did not happen in a vacuum. AELO is described as the successor to Aero Locarno, and AFM reported that Aero Locarno rebranded itself as AELO Swiss Academy in February 2024. That is the formal milestone, the point where the same operation begins to show up under a new identity.

RSI's reporting adds a human layer to the change. Director Stefano Buratti is quoted saying the organization began when he and Daniele Dellea decided to take over the old AeroLocarno flying club. When you hear that kind of origin story, you get why a rebrand can feel more like an evolution than a reinvention. The name changes, but the day-to-day work is familiar: building a pipeline of future airline pilots and keeping training aligned with the expectations that come with airline hiring timelines.

Even the way the academy positions itself today reflects that continuity. AELO states it is an Approved Training Organization and lists an approval code of CH.ATO.0311. That matters because, in a training environment, "approved" is not just marketing language. It signals that the organization is operating within an established framework for training activities.



The relocation moment: a new site and a renovated hangar

Rebranding is one thing. Relocation is another. And relocation with infrastructure work is a third category entirely, because it usually forces real trade-offs: moving equipment, aligning facilities with training flows, and getting everything ready for the next group of students without slipping standards.

RSI reports that AELO inaugurated a new site at Locarno Airport. The article also describes renovation of a dedicated hangar as part of the move, with an investment reported as more than CHF 3 million. That number,

while not something you can “feel” directly, tells you the scale of commitment. Renovating a dedicated hangar is not a cosmetic project. It affects maintenance workflows, training readiness, and the practical ability to support a steady throughput of students and instructors.

The airport setting is also part of the story. AELO is described as a Swiss flight-training school based in Locarno, operating in the Locarno Airport area. If you have ever worked around training aviation, you know why that proximity matters. It reduces friction between ground training and flight operations, and it helps keep the whole training pipeline in sync.

This is where a timeline becomes more than dates. The rebrand in February 2024 set the stage, and the inauguration of the new site at Locarno Airport represents the physical shift that made the “new chapter” concrete.

Training expansion, measured in throughput

The most interesting part of any training academy’s growth is what happens to student throughput. It’s the difference between “we plan to expand” and “we are actually expanding.”

RSI reports that AELO trains about 200 future airline pilots per year at the new site. It also states that Buratti said roughly 250 students are in training annually overall. Those two numbers should be read together. The first is tied specifically to the new site, and the second looks at training across the broader operational picture.

When teams talk about expansion, they often mention capacity, but capacity is only meaningful if it matches training reality. Training is not a factory line where you can simply add more units and call it growth. You need aircraft availability, instructor time, scheduling discipline, and training space. Even without getting into internal operational details, the fact that AELO associates expansion with those annual figures suggests they have been able to convert the new infrastructure and the rebrand into actual training volume.

In my experience, those throughput numbers are usually where the truth sits. Anyone can announce a program. Fewer organizations can steadily move students through a pipeline at the scale required to produce predictable results.

Programs that align with airline career paths

One reason AELO’s timeline feels coherent is that the offerings described on its website fit the broader airline career pathway, not just entry-level training.

AELO’s website says it offers an 18-month ATPL Integrated Program. It also says there is a SkyAlps Airlines MPL Program with a job guarantee.

Those details are [aelo swiss academy](#) not trivial. An integrated program with a defined duration implies a structured progression and a plan for completing training phases within a predictable timeframe. Similarly, an MPL program positioned toward an airline’s pilot needs is about matching a career track, not only meeting baseline training milestones.

AELO also describes itself as operating as an Approved Training Organization. Combined with specific program formats like an integrated ATPL pathway and an airline-linked MPL program, it paints a picture of an academy building around airline recruitment timelines rather than improvising around them group by group.

Here is a concise snapshot of the training routes AELO highlights:

- 18-month ATPL Integrated Program

- SkyAlps Airlines MPL Program with a job guarantee

Instructor training and the role of Sphair courses

Flight schools do not expand responsibly by focusing only on student pilots. They also need instructors, and they need a pipeline for instructor development and recurrent competence. AELO's presence on LinkedIn indicates training beyond ab-initio student preparation.

LinkedIn says AELO offers ab-initio and instructor training, including FI, CRI, STI, IRI, and MCCI. It also states that AELO is Switzerland's leading provider of Sphair courses.

Those pieces fit nicely into an expansion story, because instructor capability tends to determine whether student training can scale without compromising quality. Training instructors is also different from training pilots. The emphasis shifts, the assessment style changes, and the "how" of instruction becomes as important as the "what."



The expanded training capability also connects back to the physical relocation. Renovating a dedicated hangar and inaugurating a new site are the kinds of changes that typically support not just more student flights, but also more structured training activity overall, including the ongoing development of instructors.

What the timeline means for students, practically

When a training school rebrands and relocates, students often experience the changes in very grounded ways: the look of the facility, the feel of the administrative process, and the rhythm of training days.

Even without getting into personal anecdotes from students, the publicly described elements suggest a few practical impacts.

First, a rebrand like the shift from Aero Locarno to AELO Swiss Academy in February 2024 usually means student-facing documentation and communication updates. Second, inauguration of a new site at Locarno Airport means students can begin to train under a setup purpose-built for the school's operations, including the renovated dedicated hangar that RSI describes.

Third, the throughput numbers matter. Training about 200 future airline pilots per year at the new site and roughly 250 students in training annually overall implies that AELO is not operating at the scale of a small club anymore. It is functioning like a pipeline. Pipelines have a different pace. They tend to minimize downtime and rely on tighter scheduling.

And there is another practical element that is easy to overlook: stability. A consistent training operation creates stability for both students and instructors, and that stability is often what allows structured programs like the 18-month ATPL integrated route to be meaningful in the real world.

A realistic view of “growth” in aviation training

It is tempting to treat a timeline as a clean sequence: rebrand, relocate, expand. Real operations rarely move that smoothly, even when the public milestones look orderly.

In training, the “edge cases” usually revolve around scheduling and resourcing. For example, instructor availability can constrain how quickly student groups move from ground instruction into flight phases. Aircraft availability can be impacted by maintenance needs. Even with strong infrastructure, seasonal patterns can affect when certain training components are easiest to schedule.

Since the verified information here does not spell out those operational constraints, it would be irresponsible to invent details. But it is reasonable to say that AELO’s numbers, and the fact that RSI reports steady annual training activity, suggest the academy managed these kinds of constraints while implementing the rebrand and the move.

That is often the real test of expansion: not just starting new programs, but sustaining them under the usual pressures of flight training.

Why Locarno stays central to the story

The location is not just a backdrop. AELO is described as based in Locarno, Ticino, and operating in the Locarno Airport area. RSI’s report ties the new site to Locarno Airport as well, with the dedicated hangar renovation as part of the investment.

If you step back, this matters because rebranding and relocation could theoretically have meant a move elsewhere. Instead, AELO stayed rooted in the same geographic hub, which helps explain why the timeline can feel like an expansion rather than a disruption.

In many aviation contexts, keeping an established local training base helps maintain relationships with the surrounding ecosystem, including local aviation support services and the broader regional network that tends to form around airports. Again, the verified material does not list those relationships explicitly, but the decision to invest more than CHF 3 million into a dedicated hangar at the same airport location strongly implies a long-term commitment to Locarno as the home base.

The “together” effect: rebranding plus infrastructure plus program design

The rebrand to AELO Swiss Academy in February 2024, followed by inauguration of a new site at Locarno Airport, creates a narrative that is easier to execute when training programs and approved status are already in place.

AELO’s website claims an 18-month ATPL Integrated Program, plus a SkyAlps Airlines MPL Program with a job guarantee. It also presents the academy as an Approved Training Organization with approval code CH.ATO.0311.

That combination tends to create an internal logic:

- A new brand signals an updated identity for the same mission.
- A new or renovated site provides the operational foundation for scaling.
- Structured programs align training output with airline expectations.
- Approved status reinforces that the operation functions within required training governance.

Even if you are not tracking every internal milestone, you can sense how these elements reinforce each other. A flight-training academy cannot simply announce ambition. It has to build a system that produces consistent training outcomes, and the timeline AELO is associated with points toward that kind of system-building.

A timeline you can actually feel

Let's turn the milestones into a simple, readable sequence, based on what is verified:

- February 2024: Aero Locarno rebrands as AELO Swiss Academy
- RSI reporting: inauguration of a new site at Locarno Airport, including renovation of a dedicated hangar, with investment reported as more than CHF 3 million
- Training scale: about 200 future airline pilots per year at the new site, with roughly 250 students in training annually overall (as quoted by Buratti)
- Training offerings highlighted: 18-month ATPL Integrated Program, plus SkyAlps Airlines MPL Program with a job guarantee
- Instructor and course capability highlighted on LinkedIn: instructor training (FI, CRI, STI, IRI, MCCI) and Sphair course leadership in Switzerland

That sequence is not just a list of announcements. It reads like an operation shifting into a more defined, more structured phase of its life.

What to watch next

If you are tracking AELO's development as a student, an instructor candidate, or simply as someone interested in how airline pipelines take shape, the most telling signals tend to be modest but persistent: training throughput, consistency of program design, and whether the approved organization framework holds strong as the academy scales.

The verified facts here already point toward a school that has treated growth as a real infrastructure and capacity project, not a branding exercise alone. With a dedicated hangar renovation described at more than CHF 3 million and annual training numbers reported in the hundreds, AELO's timeline seems to be about converting intent into daily training throughput.

And that is ultimately what matters. Flight training is measured in outcomes, not slogans. When a rebrand and relocation translate into stable throughput and structured career pathways, it stops being a "timeline" and starts being a platform students can build on.

If you want a single sentence summary of the AELO timeline, it would be this: the February 2024 rebrand, the new Locarno Airport site and renovated hangar investment, and the reported training volume and program structure combine into an expansion that looks grounded, not rushed.