



MULTI-ENGINE RATING (MER)

You are cleared for takeoff on a new career!

Here's your "double the props, double the fun" roadmap to earning your FAA Part 61 Multi-Engine Rating—so you can hop into those twin-powered birds with confidence!

1. Meet the Prereqs

- **Pilot Certificate & Language:** Hold at least a **Private Pilot Certificate** (single-engine land). Be able to **read, speak, write, and understand English**—so you can coordinate two throttles and ATC at once.
- **Medical Certificate:** Maintain at least a **Third-Class Medical** (or higher) so you're cleared for cross-country twin-tracking.

2. Ground Training & Systems Knowledge

- **Multi-Engine Aerodynamics:** Learn about asymmetric thrust, V_{mc} (minimum control speed), critical engine concepts, and why one engine's failure feels louder than the other.
- **Systems & Performance:** Study your airplane's dual-engine systems—propellers, cowl flaps, fuel management—and performance charts (climb, single-engine cruise, service ceiling).
- **Emergency Procedures:** Master engine-out drills, feathering props, and drift-down techniques—because knowing which lever to grab first can be a lifesaver.

3. Flight Training Requirements

Under Part 61.65(g), there's no hard-and-fast hour minimum—but you'll need enough dual instruction to demonstrate competency in:

- **V_{mc} Demonstrations:** Establish and recover from minimum control speed scenarios safely (fear the yaw? You'll tame it).
- **Engine-Out Procedures:** Identify, secure, feather, and fly straight—even when one engine goes silent.
- **Single-Engine Performance:** Climb, cruise, and land on one engine—yes, you really can do a full approach single-engine style.
- **Asymmetric-Flight Maneuvers:** Steep turns, stalls, and unusual attitudes with one engine inoperative.
- **Normal & Emergency Checklists:** Two-engine startup, shutdown, and all the cockpit flows that keep both motors happy.

Tip: Ask your instructor for a "dual-power" lesson plan—logging specific objectives helps nail those practical test standards.



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4. Endorsements & Logbook Sign-Offs

Your CFI will endorse you for:

- **Training Completion:** Sign-off that you've mastered the required multi-engine maneuvers.
- **Practical Test Readiness:** "You're cleared for your multi-engine checkride!"

Each signature is your green light to the checkride.

5. The Checkride (Practical Test)

- **Oral Exam:** The examiner will quiz you on multi-engine aerodynamics, performance planning (single-engine ceilings, distances), systems knowledge, and emergency decision-making ("Which engine is critical on this model?").
- **Flight Exam:**
 - **Normal Ops:** Two-engine takeoff, climb, cruise, and landing.
 - **Engine-Out Demo:** Simulate an engine failure after takeoff, secure the dead engine, and fly a precise single-engine approach and landing.
 - **Vmc Demo & Maneuvers:** Show Vmc recognition/recovery and asymmetric-flight handling.

Pass this, and you'll officially be rated to fly twins!

Pro Tips for Twin-Engine Success

- **Simulator Sessions:** If available, practice engine-out drills in a simulator first—no coffee spills if you're hand-flying single-engine stalls.
- **Performance Planning:** Get comfortable with the POH's multi-engine charts—accurate weight-and-balance and density-altitude calculations are crucial.
- **Vmc Respect:** Never try a Vmc demo without a CFI in the right seat—those yaw/yaw rollers can surprise you!
- **Pace Yourself:** Twin-engine flying is a mental workout—build hours gradually to stay sharp (and safe).

Once you ace that checkride, congratulations and welcome to the elite club of twin-engine pilots. Two props, twice the adventure!