

## Additional Guidance Notes for Vision Care Specialists (Optometrist or Ophthalmologist) Regarding Completion of Civil Aviation Authority Ophthalmology Examination Report Form (Med162)

Your patient is a professional pilot who requires corrective lenses for flying. He or she is required to provide a report of your examination to a Civil Aviation Authority (CAA) approved Aeromedical Examiner (AME). The following offers guidance on completion of the CAA ophthalmology examination report form and pilot's optical correction requirements. Any fees incurred for the completion of the form are the pilot's responsibility. If you have any further questions, please contact the pilot's AME.

### When completion of form is required

- Class 1 (professional flying) initial examination. (The main examination will be carried out at an Aeromedical Centre)
- Class 1 extended ophthalmological examinations when required (every 2 or 5 years depending on spectacle prescription)
- Class 2 (recreational flying) initial examination

### Section

- (1) State of Licence Issue: UK
- (2) Class of medical certificate applied for: 1 or 2
- (3)-(7) complete pilot's details.
- (12) Application: 'Revalidation/Renewal' for Class 1, 'Initial' for Class 2.
- (13) Pilot's CAA Reference Number: Leave blank if pilot does not know it.
- (302) Examination Category: 'Revalidation/Renewal' for Class 1, 'Initial' for Class 2.
- (303) Complete any relevant history/symptoms.
- (304-311) Tick normal/abnormal – any abnormal findings to be recorded in (321). Note that Slit lamp examination is required for Class 1 and values for convergence and accommodation should always be recorded.
- (312) Phoria/tropia numerical value should be entered. Fusional reserve testing should be conducted only if clinically indicated.
- (313) Colour Perception: Ishihara plates (24 plate version: test first 15 plates, record any errors made) required for initial Class 2, conducted only on clinical indication for Class 1.
- (314) Enter visions and corrected visual acuities. Note that acuity is recorded as the last complete correct Snellen line. (Minimum requirements for Class 1: 6/9 monocularly, 6/6 binocularly, Class 2: 6/12 monocularly, 6/9 binocularly).
- (315) Minimum requirement N14 (enter values for corrected and uncorrected).
- (316) Minimum requirement N5 (enter values for corrected and uncorrected).
- (317) Result of today's refraction.
- (318) Indicate type of glasses worn, i.e. single vision distance, single vision near, varifocal, bifocal or trifocal. These are all acceptable provided well tolerated. Pilots requiring correction for distance vision must also carry a spare pair of similarly correcting spectacles. One pair of spectacles must be without tint; however the second pair can be tinted. A neutral tint is recommended with absorption up to 80%. Polarised and photochromic lenses are not recommended. Anti-reflection coatings are acceptable. For single vision near correction, a ½ eye frame style is required (full frame near correction is not acceptable). For all other spectacle correction, a full frame with thin sides is recommended.
- (319) Indicate type of contact lenses worn (if applicable), i.e. Soft disposable, Soft, Gas permeable, Hard. Contact lenses must be single vision for distance correction. The pilot must show good tolerance and wearing times for aviation use. If your pilot is a new contact lens wearer, please indicate wearing times and length of time since initial fit. The following types of contact lens correction are NOT permitted: bifocal, varifocal, monovision, Ortho-K and cosmetic coloured lenses. All contact lens wearers must carry a pair of similarly correcting spectacles.
- (320) Intra-ocular pressure to be recorded where clinically indicated.
- (321) Record any abnormal findings.
- (322) Examiner (Optometrist or Ophthalmologist) to sign and stamp form.