

Vision Limitation Codes

Class 1 and 2

VDL - Valid only with correction for defective distant vision

Pilot does not meet distance vision requirements. Monofocal spectacles (or contact lenses) required to meet distance (intermediate and near standards). Pilot is required to carry a spare set of similarly correcting spectacles. Spectacles must not be removed for intermediate / near tasks.

VNL - Valid only with correction for defective near vision

Pilot has unaided vision within distance requirements but requires correction for near (+/- intermediate) due to presbyopia. Note that a second pair also required. Look over (1/2 eyes) frames required.

VML - Valid only with correction for defective distant, intermediate and near vision

Pilot requires multifocal spectacle correction to meet distance, intermediate and near requirements (as a separate prescription strength is required for different distances). Pilot is required to carry a spare set of similarly correcting spectacles. This would generally replace a VDL limitation at the onset of presbyopia.

CCL - Correction by means of contact lenses

Pilot is only able to achieve the vision requirements with contact lenses. This may be due to pathology of the cornea such as keratoconus. Spare spectacles should be available but not used as the primary correction. Most pilots who habitually use contact lenses will also meet vision requirements with spectacles. They do not require this limitation and can use instead a VDL or VML as appropriate. See note below regarding contact lenses.

RXO - Specialist ophthalmology examination(s)

The limitation code for RXO is stated in AMC2 MED.B.001 as "Specialist ophthalmological examination(s), other than the examinations stipulated in Part-MED, are required for a significant reason".

Those with high refraction are required under AMC1 MED.B.070(d) to undergo periodic evaluation by an eye specialist every 5 years or 2 years depending on prescription.

An RXO limitation is not required for those applicants considered to have a high refraction unless there is also associated eye pathology which requires specialist ophthalmological examination. The periodicity of eye specialist review for those with high refraction can be determined on [SpecCalc](#).

The RXO limitation is added to a Class 1 medical certificate by a Civil Aviation Authority (CAA) medical assessor. It can be added to a Class 2 medical certificate by the aeromedical examiner (in consultation with the CAA guidance material and / or a CAA medical assessor). It is used in cases of complex eye conditions or where there are concerns of potentially progressive ocular pathology which could impact on flight safety. The periodicity of the specialist ophthalmological examinations is normally one or two yearly but is determined on a case-by-case basis.

Class 3

VDL - Wear correction for defective distant vision and carry a spare set of spectacles

Air traffic control officer (ATCO) does not meet distance vision requirements. Monofocal spectacles (or contact lenses) required to meet distance, intermediate and near standards. Controller is required to carry a spare set of similarly correcting spectacles. Spectacles must not be removed for intermediate / near tasks.

VNL - Have correction available for defective near vision and a spare set of spectacles

ATCO has unaided vision within distance requirements but requires correction for near (+/- intermediate) due to presbyopia. Note that a second pair also required. Look over (1/2 eyes) frames normally required but full frame single vision near correction may be acceptable for radar only controllers.

VML - Wear multifocal spectacles and carry a spare set of spectacles

ATCO requires multifocal spectacle correction to meet distance, intermediate and near requirements (as a separate prescription strength is required for different distances). Controller is required to carry a spare set of similarly correcting spectacles. This would generally replace a VDL limitation at the onset of presbyopia.

VXL - Correction for defective distant vision depending on the working environment

Would apply where distance standards are not met but intermediate and near standards are met without correction (as would be the case for radar only controllers). ATCO would need to wear spectacles if operating in a tower environment.

VXN - Have available corrective spectacles and a spare set of spectacles; correction for defective distant vision depending on the working environment

Would only apply for an ATCO working in a radar only environment whose distance vision does not meet requirements uncorrected but who meets intermediate standards without correction but would need correction to meet near standards. This would apply to a small group of presbyopic and mildly myopic controllers (approximately -1.00D right and left with a near add approximately +2.00D or more). In this scenario, 2 pairs of look over or full frame near spectacles must be available. Contact lens use would not be compatible with this limitation.

Note for VXL and VXN, controller should meet required intermediate (and near) standards unaided in each eye separately for the application of the limitation otherwise a VDL / VML should be applied.

CCL - Wear contact lenses that correct for defective vision

ATCO is only able to achieve the vision requirements with contact lenses. This may be due to pathology of the cornea such as keratoconus. Spare spectacles should be available but not used as the primary correction.

Most ATCOs who habitually use contact lenses will also meet vision requirements with spectacles. They do not require this limitation and can use instead a VDL or VML as appropriate. See note below regarding contact lenses.

RXO - Specialist ophthalmological examination(s)

The limitation code for RXO is stated in AMC2 ATCO.MED.B.001 as “Specialist ophthalmological examination(s), other than the examinations stipulated in Part-ATCO.MED, are required for a significant reason”.

Those with high refraction are required under AMC1 ATCO.MED.B.070(d) to undergo periodic evaluation by an eye specialist every 4 years or 2 years depending on prescription.

An RXO limitation is not required for those applicants considered to have a high refraction unless there is also associated eye pathology which requires specialist ophthalmological examination. The periodicity of eye specialist review for those with high refraction can be determined on [SpecCalc](#).

The RXO limitation can be added to a Class 3 medical certificate by the AM (in consultation with the CAA guidance material and / or a CAA medical assessor). It is used in cases of complex eye conditions or where there are concerns of potentially progressive ocular pathology which could impact on flight safety. The periodicity of the specialist ophthalmological examinations is normally one or two yearly but is determined on a case-by-case basis.

LAPL

Same limitations apply as for Class 1 and 2 above.

Cabin crew

CVL – Requirement for visual correction

This limitation should be used for all UK crew who require visual correction, including contact lens wearers.

CCL – Wear contact lenses that correct for defective vision

Used if crew only able to achieve the vision requirements with contact lenses.

Contact lenses

Contact lenses must be monofocal, non-tinted and not OrthoK. Monovision (where one eye is corrected for distance and one eye is corrected for near) correction is not acceptable. A back-up pair of glasses must also be available. If the pilot / ATCO is presbyopic, then a VNL limitation should also be applied, 2 pairs of reading correction spectacles must be carried together with a pair of back-up multifocal spectacles.