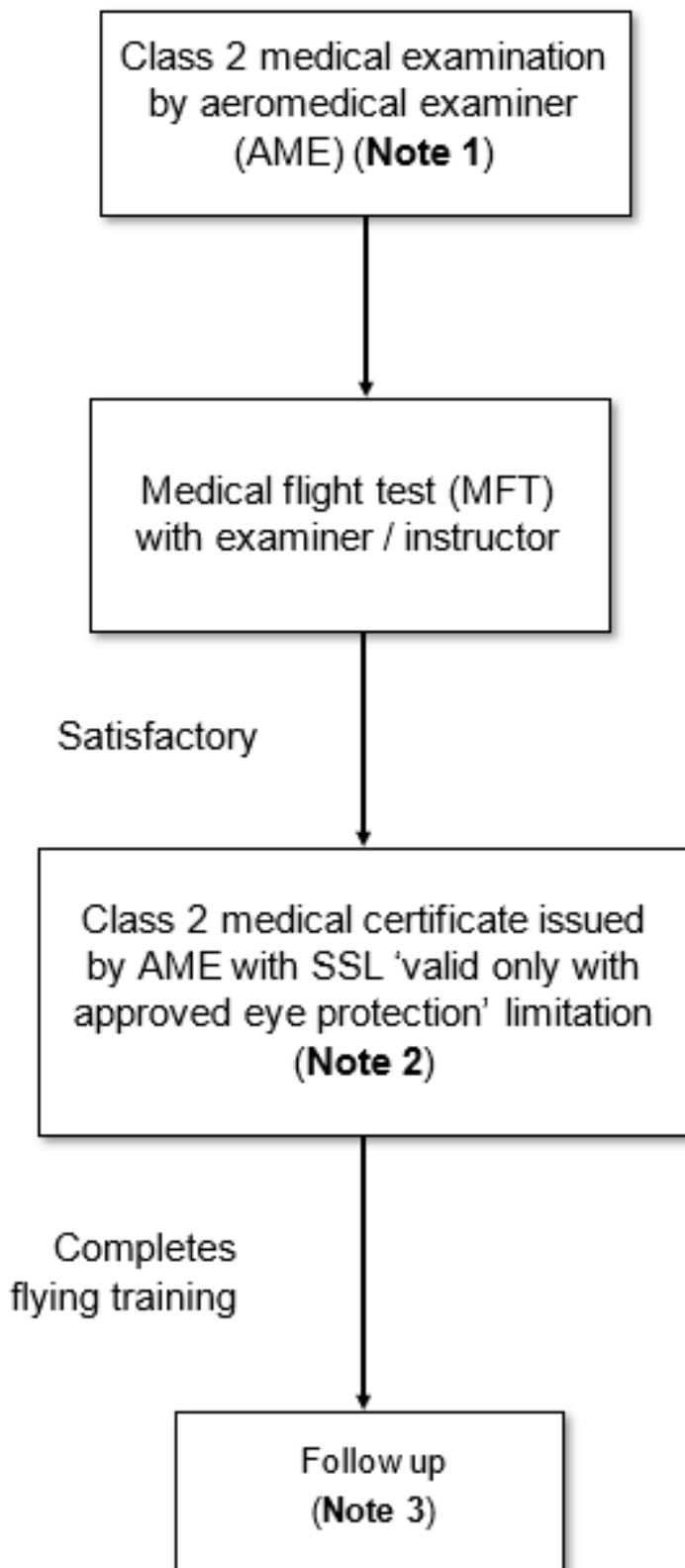


Class 2 - Substandard vision in one eye



This flow chart sets out the process to be followed for Class 2 medical certification following the identification of substandard vision in one eye.

Notes

Note 1

The applicant would be considered functionally monocular in any of the following cases:

- reduced vision in one eye with a visual acuity worse than 6 / 12 (for example, due to amblyopia, pathology, trauma)
- significant visual field loss in one eye

Where functionally monocular, the aeromedical examiner (AME) can consider certification if the better eye achieves the following:

- distant visual acuity (uncorrected or corrected) of 6/6 or better
- intermediate visual acuity of N14 or equivalent and N5 or equivalent for near
- no significant ocular pathology and risk of visual incapacitation
- **and** the applicant undertakes a satisfactory [medical flight test \(MFT\)](#)

In cases of acute onset unilateral visual loss, a period of adaptation time must have passed from the known point of visual loss and satisfactory adaptation is demonstrated by an MFT.

Note 2

SSL 'valid only with approved eye protection' - protective goggles must be used in any flying with a risk to eyesight including negative / zero G manoeuvres and / or flight in open cockpits.

Flying protective goggles should:

- be appropriately impact resistant
- offer side protection from ingress of particulate matter
- not impact significantly on the pilot's peripheral vision
- be untinted
- be free of lens scratches and not mist when worn
- be able to fit over any prescription spectacles required
- be sufficiently secure during flight
- be fitted by a qualified dispensing optician

Note 3

Subsequent medical certificates shall be issued with an SSL 'valid only with approved eye protection' limitation. Any further deterioration in visual acuities requires ophthalmological assessment and a repeat MFT.

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