

JAR Class 1 (Professional Pilot) Initial Examination Visual Standards

These are the JAR Class 1 visual standards as applied by the UK CAA.

Distance Vision

Your visual acuity (measured by your ability to see, in this case, lines of letters on a chart at 6 metres) must be at least 6/9 in each eye separately and 6/6 using both eyes together, with or without glasses or contact lenses (correction). If you need correction, the refractive error (the amount of correction) must not exceed +5.00 dioptres of long sight or -6.00 dioptres of short sight. This is in the most ametropic meridian (taking into account any astigmatism). Astigmatism must not exceed 2.00 dioptres. The difference in correction between each eye (anisometropia) must not be more than 2.00 dioptres. Your optometrist will be able to explain these terms. If your refraction exceeds the limits stated above, please contact the CAA medical department for further advice.

Near Vision

On the standard near vision eye chart you must be able to read the N5 print between 30 and 50 cm and the N14 print at 100 cm, with or without correction.

Contact Lenses

You may wear contact lenses as a professional pilot (but not to correct near vision). If you do wear contact lenses, you should bring a report from an optometrist to your initial Class 1 examination, which includes the following:

- your contact lens specification and corrected visual acuity;
- confirmation that you have worn your contact lenses constantly and successfully for over eight hours a day over a period of at least one month.

All gas permeable and hard contact lenses must be removed at least 48 hours before the initial Class 1 medical examination. Any contact lenses should be brought to the examination. Multifocal contact lenses or monovision correction are not acceptable for Class 1 certification.

Colour Vision

You will be tested for normal colour vision with Ishihara Test Plates (a series of numbers outlined by different coloured dots, easily seen by someone with normal colour vision). If you fail these you will need to pass the Colour Assessment and Diagnosis (CAD) test (a computer-based test which quantifies the degree of your colour vision deficiency) in order to gain a JAR Class 1 certificate. [See additional charges.](#)

Eye Function

You must have normal fields of vision and you must not suffer from double vision.

There must be no acute or chronic disease in either eye or surrounding structures.

Convergence (ability to cross your eyes) must be normal.

Any degree of heterophoria (eye muscle imbalance) in excess of:

8 Δ exo, 10 Δ eso or 2 Δ hyperphoria - measured at 6 m

or

12 Δ exo, 8 Δ eso or 1 Δ hyperphoria - measured at 33 cm

will require further evaluation by an eye specialist at Gatwick.

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JAR Class 1 (Professional Pilot) Initial Examination Visual Standards (cont'd)

Refractive Surgery

The CAA does not recommend refractive surgery to gain a medical certificate to fly. The decision to have this type of treatment must be between you and your eye specialist. You should be aware that refractive surgery can cause complications that are incompatible with certification. However, if you have had refractive surgery, Class 1 certification will be considered three months after a LASIK procedure. Certification can be considered six months after LASEK/PRK for myopia. For advice on revalidation following other forms of refractive surgery, please contact the CAA medical department. Please note that:

- You will need to submit a report to include details of the dates of your surgery, the type of surgery performed, any complications during or after surgery and pre- and post-operative refraction error measurements;
- the pre-operative refraction should not have been more than + 5.00 to –6.00 dioptres (applicants outside this range should contact the CAA Medical Department for advice);
- an assessment by an eye specialist at Gatwick will be required and stability of refraction must be achieved. To show this you will need to obtain a report showing your refraction about a month before your Gatwick visit;
- you must have no problems with glare;
- you will be required to take an additional test at Gatwick ([See additional charges](#)) which will measure your visual performance in low light conditions (Mesopic Contrast Acuity Assessment or MCAA test);
- re-certification times stated are minimum periods. Further assessment at Gatwick may be requested and medical certification may be deferred depending on clinical findings;
- multifocal intraocular implants are not compatible with Class 1 medical certification.

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