

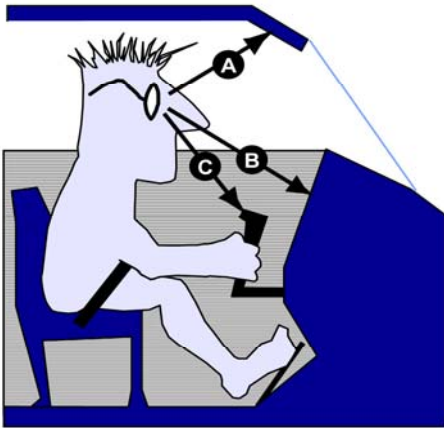
## PILOT VISION EVALUATION

The most important aspects of safe flying are good vision and healthy eyes. It is very important that you have a periodic professional eye examination to be sure that your eyes stay efficient and healthy. Your safety and the safety of your passengers will depend upon your eyes, so be sure that you fly with the glasses, contact lenses or sunglasses recommended by your eye doctor.

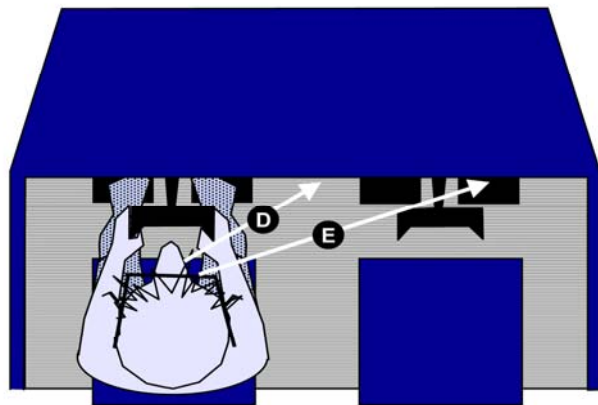
You may want to take the following information with you for your next eye examination. It will help the doctor understand the special vision requirements common to pilots.

Name _____ Class of Medical    1 <sup>st</sup> 2 <sup>nd</sup> 3 <sup>rd</sup> Waivers _____ Hours flown yearly _____ Total Hours _____ % of yearly hours    VFR _____ DAY _____ NIGHT _____ IFR _____	Ratings _____ Medical Due ____/____/____ Briefly describe any difficulty you may have with your eyes/vision while flying: _____ _____ _____
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***Sit in your aircraft and have a friend make accurate measurements as indicated in the drawings below:***



SIDE VIEW



TOP VIEW

A \_\_\_\_\_ "    B \_\_\_\_\_ "    C \_\_\_\_\_ "    D \_\_\_\_\_ "    E \_\_\_\_\_ "

***See reverse side for suggestions and facts regarding your eyes and flying.***

## Suggestions and Facts Regarding Your Eyes and Flying

- If you need glasses or contact lenses for flying or for reading, always carry an accessible spare pair when you fly.
- Remember to schedule your eye examination before your flight physical. This allows your eye doctor to make any recommendations regarding your vision, and ensures that you are seeing as well as possible for flying and for the physical.
- Remember that comfort and safety are both important when considering sunglasses. Neutral gray sunglasses work best for daytime flying. Absorption of ultraviolet rays (UVA and UVB) protect your eyes from damage. Be careful with “specialty” sunglasses: polarized lenses may cause distortions through some windscreens and “blue blocking” lenses may reduce your ability to discriminate color.
- “Empty field myopia” is a phenomenon that might reduce your ability to see other airplanes. It is especially problematic while flying in haze or on completely cloudless days. Scanning is a very important technique to help eliminate this.
- Night flying has its own set of visual illusions, some of which may be dangerous. Know what the illusions are, and how to deal with them.
- If you are considering refractive surgery, be sure to consider any side effects that might affect your flying, such as glare or reduced sharpness of vision, before choosing a procedure.
- Your eye doctor can help you choose vision corrections that are best for you, but only if you inform him or her that you fly. Many options are available, with glasses and with contact lenses, to make your flying more comfortable, safer, and more precise.

### Summary of FAR Vision Standards

**Distance Vision: First- and Second-Class:** 20/20 or better vision in each eye separately, with or without corrective lenses. **Third-Class:** Acuity of 20/40 or better in each eye separately, with or without corrective lenses.

**Near Vision: First-, Second-, and Third-Class:** Acuity of 20/40 or better at 16 inches in each eye separately, with or without corrective lenses.

**Intermediate Vision: First- and Second-Class:** If  $\geq 50$  years of age, acuity 20/40 or better at 32 inches in each eye separately, with or without corrective lenses. **Third-Class:** No standard.

**Color Vision: First-, Second-, and Third-Class:** To perceive those colors necessary for the safe performance of airman duties.

**Field of Vision: First- and Second-Class** Normal fields of vision. **Third-Class:** No standard.

**Duration of Certificate: First-Class:** 6 months after the month of the examination. **Second-Class:** 12 months after the month of the examination. **Third-Class:** 36 months after the month of the examination for persons  $< 40$  years of age at date of the examination or 24 months after the month of the examination for persons  $\geq 40$  years of age at date of the examination.

***Provided by the American Optometric Association’s Aviation Vision Committee and our Sponsors:***



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