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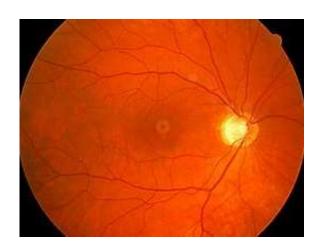
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- UK CAA Medical Assessor
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Aims

Civil Aviation Authority

- Brief overview of conditions
- Aeromedical concerns
- Current UK guidance
- Case examples
- Summary

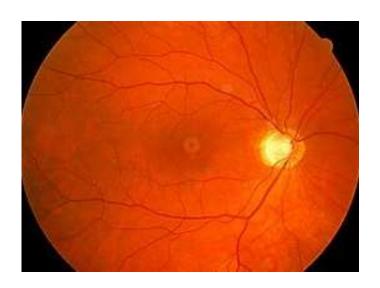




Ocular Ischaemic Conditions



- Central Retinal Artery Occlusion (CRAO)
- Branch Retinal Artery Occlusion (BRAO)
- Anterior Ischaemic Optic Neuropathy (AION)
- Posterior Ischaemic Optic Neuropathy (PION)
- Amaurosis Fugax as a symptom
- We are not discussing surgical causes/major blood loss, ocular injury etc.
- We are not discussing arteritic causes (connective tissue disease including giant cell arteritis (GCA)



Aeromedical Concerns



Functional ability

Incapacitation risk

Non-arteritic Ischaemic Optic Neuropathy (NA-ION)



- Commonest adult optic neuropathy
- Underlying vascular disease
- Mean age onset 57- 65 (ageing pilot population)

Associated conditions to consider in NA-ION



- Hypertension in up to 50%
- Diabetes in up to 25%
- Hyperlipidaemia in up to 50%

Associated risks in NA-ION



Ischaemic stroke

Cardiovascular events

Clinical features of NA-ION

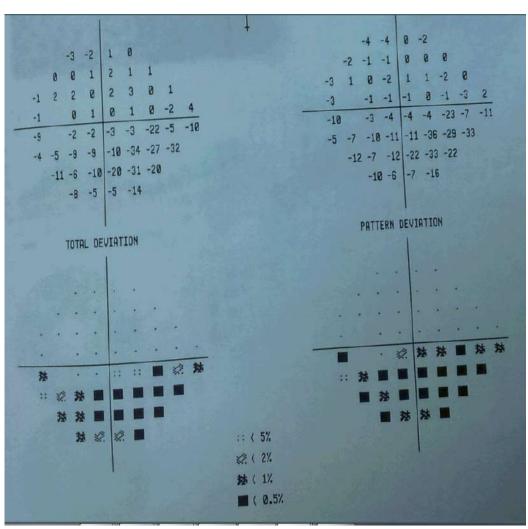


- Acute painless loss of vision
- Can affect one half of visual field (VF) or the whole field
- Visual acuity normal in 40%
- Relative afferent pupillary defect
- Optic disc "pale papilloedema"
- Disc can show a variety of appearances including initial hyperaemia so can be confused with other causes of swollen discs (raised intracranial pressure, diabetic papillitis, etc.)





- Altitudinal defect due to the anatomy of the blood supply
- Visual field improvement is possible, particularly in the first year



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nd100781

Ethnicity: Caucasian

Gender: Male

Print Date: 19/09/2018

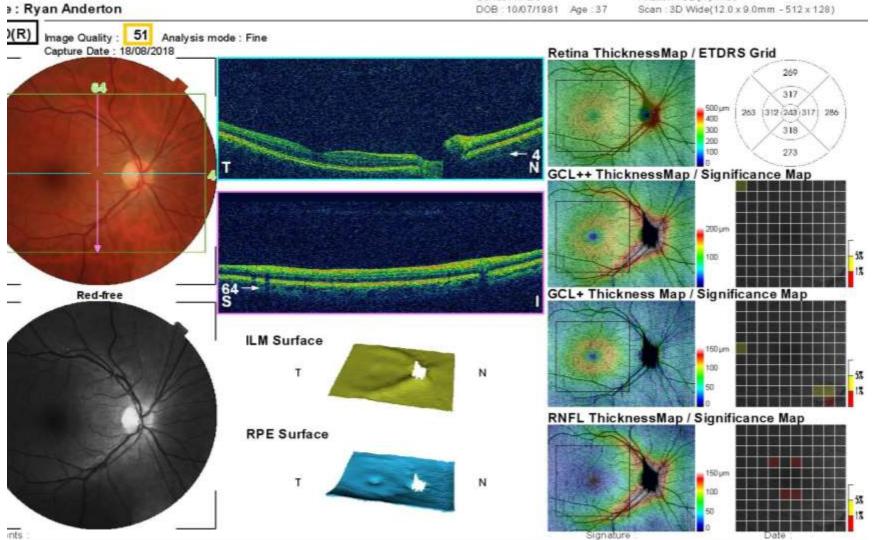
Technician

Fixation : OD(R) Wide

Scan: 3D Wide(12.0 x 9.0mm - 512 x 128)

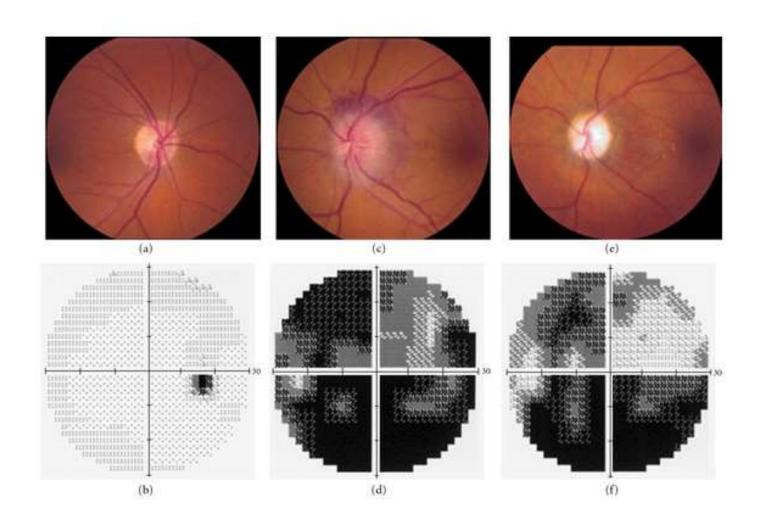
#TOPCON





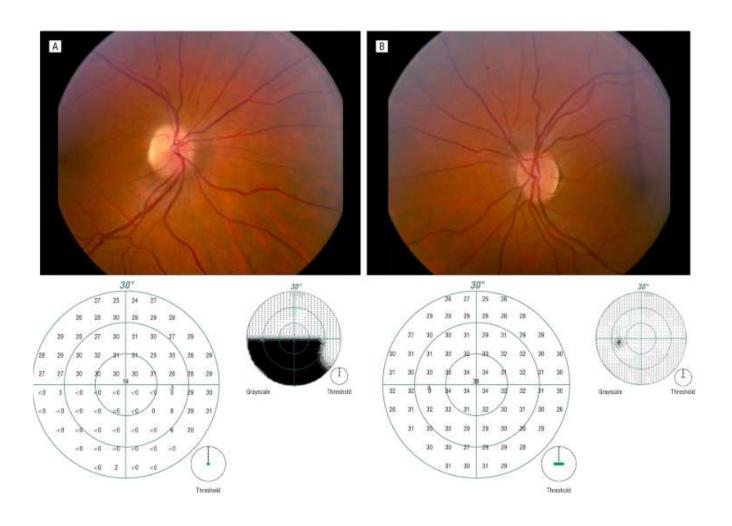


AION with involvement of whole disc









Retinal Artery Occlusion



- Most due to atherosclerosis
- Causes include embolism and thrombophilic disorders
- Embolism source can be anywhere between heart and eye; commonly carotid
- Not typically due to GCA

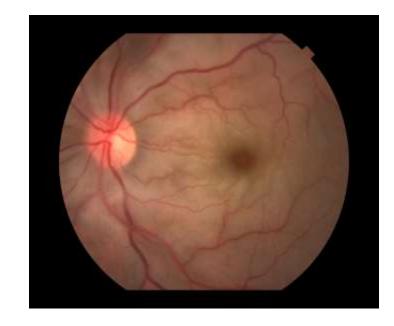
Presentation



• BRAO - sudden, profound altitudinal or sectorial visual field loss; VA variable



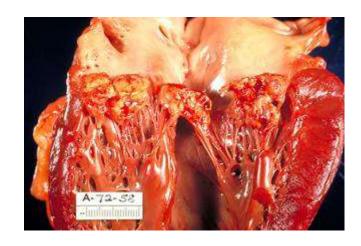
• CRAO - sudden, profound loss of vision; VA severely reduced



Investigations



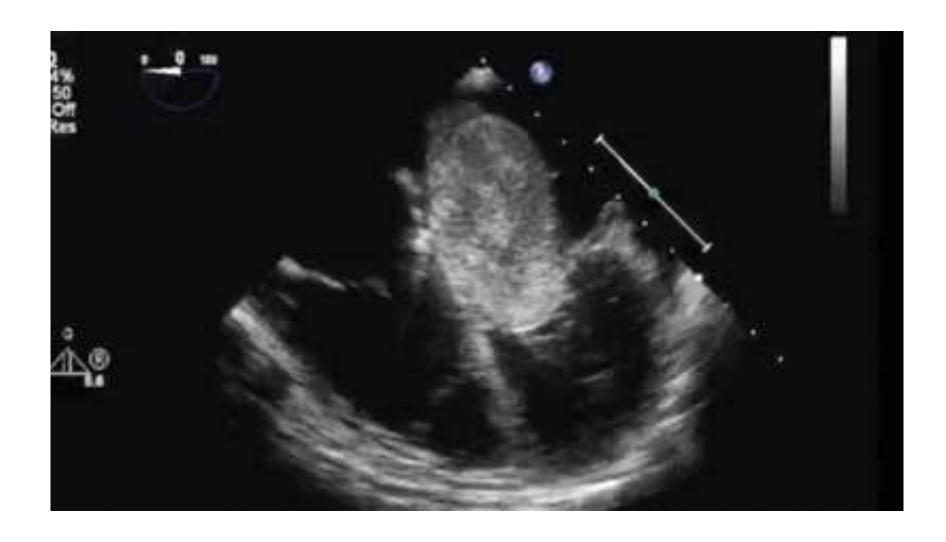
- Pulse
- Blood pressure
- ECG
- Full blood count, ESR
- Carotid evaluation





- Echocardiogram
- MR angiography
- Thrombophilia screen
- Autoantibodies
- Homocysteine





Amaurosis Fugax



- Transient, painless loss of vision in one eye
- Sudden onset
- Lasts seconds to minutes
- Indicative of transient retinal ischaemia
- Associated with emboli
- 'Curtain passing across the eye'



Investigations

- Sudden loss of vision = emergency referral. Consider stroke unit
- Carotid blood flow and lumen diameter assessment
- Blood work up including Full Blood Count, ESR
- ECG including rhythm strip / echocardiogram and Doppler
- Computed tomography angiography (CTA)







- Pilots with arterial vascular disease affecting the eye should be made unfit.
- The subsequent aeromedical fitness assessment needs to take into account both;
- the effect on visual function AND
- 2. the cardiovascular incapacitation risk.

 Arterial vascular disease affecting the eye reduces visual acuity and field of vision in the affected eye. Although some recovery is possible, particularly in the first year, this is sometimes permanent.



Infective endocarditis, GCA and thrombophilia must all be excluded, as these conditions
have their own treatment protocols and aeromedical implications.

 Arterial vascular disease, including that presenting in the eye, is associated with an increased cardiovascular mortality.

Cardiovascular risk factors must be identified and managed before re-certification.

UK Class 1 & 2 Certification



Assessment of visual function

- A report must be obtained from the treating consultant ophthalmologist, to include;
 - visual acuity in each eye separately
 - visual field in each eye separately and, if either are abnormal, in both eyes together (binocular Esterman)
- If the pilot develops substandard vision in one eye following a vascular event then they can be assessed in accordance with the UK's 'substandard vision in one eye' guidance. (SSVOE)

Assessment of cardiovascular risk



- Clinical cardiovascular review
- BP investigations
- CV risk score
- Carotid Doppler scan and echocardiogram
- Exercise ECG (Bruce protocol)
- Thrombophilia screen





Aeromedical Disposal



If ophthalmic function is satisfactory (including satisfactory Medical Flight Test)

And

- No recurrent cause is found, or
- Recurrent cause is identified and treated,

And

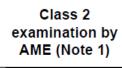
CV risk is acceptable,

... then fitness can be restored, normally Class 1 OML or Class 2

NB As previously stated, SSVOE policy may be necessary in some cases (FLOWCHART)

Class 2 - Substandard vision in one eye





Notes

- The applicant would be considered functionally monocular in any of the following cases:
 - 1) amblyopia in one eye with a visual acuity worse than 6/18
 - reduced vision in one eye due to other causes (eg: pathology, trauma) with a visual acuity worse than 6/12
 - 3) significant visual field loss in one eye

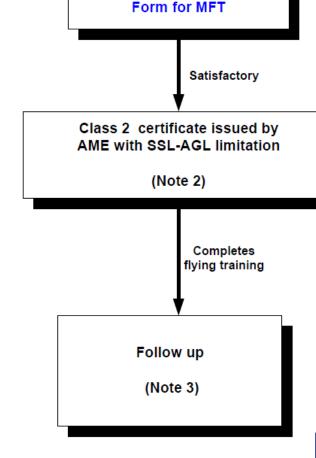
Where functionally monocular, the AME can consider certification if, at the time of the initial examination, the better eye achieves the following:

- (i) Distant VA (uncorrected or corrected) of 6/6 or better.
- (ii) No significant ocular pathology and risk of visual incapacitation <1% per annum.

and the applicant undertakes a satisfactory Medical Flight Test

In cases of acute onset, unilateral visual loss, a period of adaptation time (usually 6-12 months) must have passed from the known point of visual loss.

- SSL- AGL = 'valid only with approved eye protection': Protective goggles must be carried and used in any flying with a risk to eyesight including negative/zero G manoeuvres and flight in open cockpits.
- Subsequent medical certificates shall be issued with an SSL-AGL limitation. Any further deterioration in visual acuities requires ophthalmological assessment and repeat MFT.



Medical Flight Test (MFT) with

Chief Flying Instructor (CFI)

UK Civil Aviation Authority Guidance Material Version 1.1 18/09/2013 www.caa.co.uk/medical

Case Example



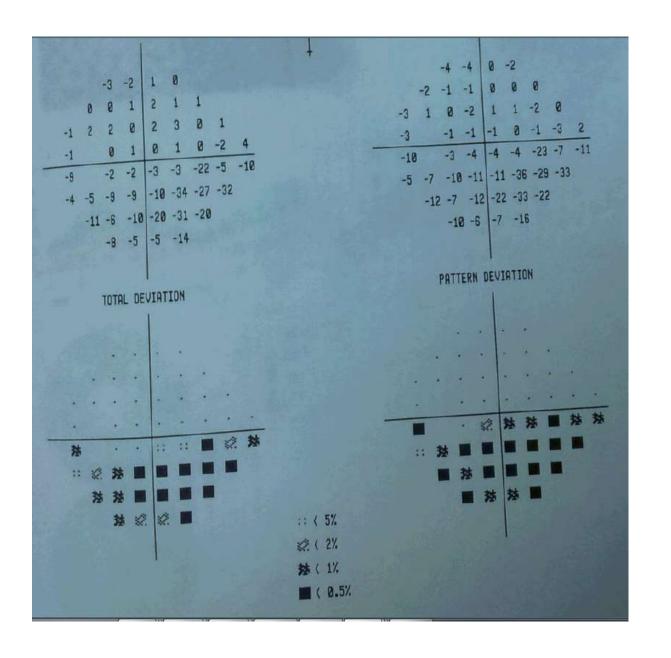
- 54 year old male
- Painless left sided VF loss
- Left optic disc swelling
- Altitudinal VF defect inferiorly

- Blood tests, MRI head, ECG, echocardiogram, Trans-oesophageal echocardiogram (TOE), 24-hour ECG, exercise ECG, Q-RISK
- Cholesterol 6.7, HDL 1.24
- TOE PFO detected





- VA 6/6 corrected right and left
- N5 right and left
- Normal colour vision
- Left relative afferent pupil defect
- Inferior altitudinal field reduction
- Mild left optic disc pallor
- Diagnosis NAION





Decision?



- Patent PFO
- Possible embolic event
- Residual visual field defect

- Fit Class 1 with OML
- Optimise cardiovascular risks

What about....?



- 57 year old male pilot
- Presented with signs and symptoms of BRAO in left eye
- Left upper VF defect
- Antiphospholipid syndrome
- Aortic valve disease with aortic stenosis
- Aortic root dilatation
- Cardiovascular risks?
- Cerebrovascular risks?
- Antiphospholipid?



Summary

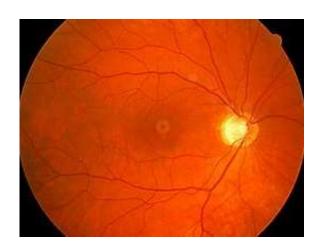
 Arterial vascular disease affecting the RETINA and OPTIC NERVES can reduce visual acuity and field of vision, either transiently or permanently, but has wider implications for aeromedical certification.

• The aeromedical fitness assessment therefore needs to take into account not only the effect on visual function, but the effects of the underlying pathology in terms of incapacitation risk to the fellow eye and cardiovascular system as a whole.

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Thank you

Questions?

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