



Luftfartstilsynet
CIVIL AVIATION AUTHORITY - NORWAY

Helsekrav for flygeledere

Videreutdanningskurs for flyleger
Oslo, april 2017

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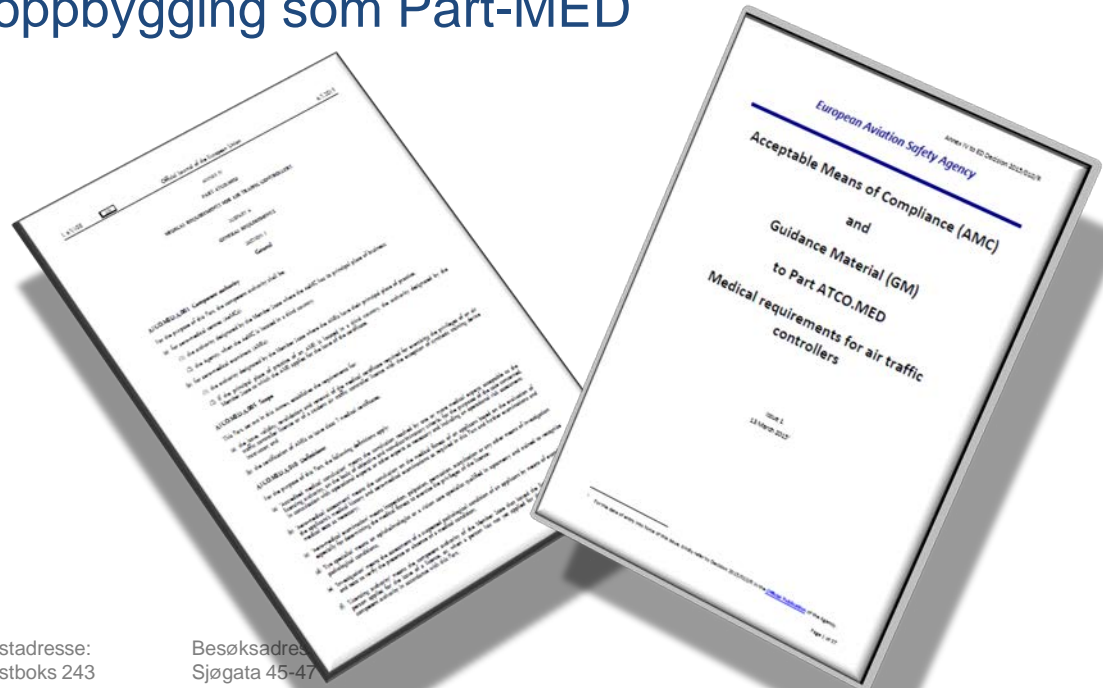
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EU-forordning 2015/340, Part-ATCO.MED

- Trådte i kraft i Norge 31.12.2016
- Utarbeidet av EASA
- Nesten identisk oppbygging som Part-MED



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EU-forordning 2015/340, Part-ATCO.MED

- Subpart A: Generelle krav
- Subpart B: Helsekrav
- Subpart C: Godkjenning som flylege klasse 3

EU-forordning 2015/340, Part-ATCO.MED

- Subpart A: Generelle krav
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ATCO.MED.A.025 Obligations of AeMC and AME

- (a) When conducting aero-medical examinations and assessments as required in this Part, the AeMC or AME shall:
- (3) notify the licensing authority if the applicant provides incomplete, inaccurate or false statements on their medical history;
 - (4) notify the licensing authority if the applicant withdraws the application for a medical certificate at any stage of the process.
- (b) After completion of the aero-medical examinations and assessments, the AeMC and AME shall:
- (5) inform the applicant of their responsibility in the case of decrease in medical fitness as specified in ATCO.MED. A.020.

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ATCO.MED.B.001 Limitations to medical certificates

AMC1 ATCO.MED.B.001 Limitations to medical certificates

(c) Entry of limitations

- (1) Limitations TML, VDL, VML, VNL, CCL, HAL, RXO may be imposed by an AME or an AeMC.**
- (2) Limitations VXL and VXN should be imposed with advice of the air navigation service provider.**
- (3) Limitations SIC and SSL should only be imposed by the licensing authority.**



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

Correction for defective distant vision does not have to be worn if the air traffic controller's visual working environment is in the area of up to 100 cm. Applicants who do not meet the uncorrected distant visual acuity requirement but meet the visual acuity requirement for intermediate and near vision without correction and whose visual working environment is only the intermediate and near vision area (up to 100 cm) may work without corrective lenses.

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

Correction for defective distant vision does not have to be worn if the air traffic controller's visual working environment is in the area of up to 100 cm. Applicants who do not meet the uncorrected distant and uncorrected near visual acuity requirements, but meet the visual acuity requirement for intermediate vision without correction and whose visual working environment is only the intermediate and near vision area (up to 100 cm) should have readily available spectacles and a spare set that correct for defective near vision as examined and approved by the AeMC or AME. Contact lenses or full-frame spectacles, when either correct for near vision only, may not be worn.

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- Subpart A: Generelle krav
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ATCO.MED.B.045 Obstetrics and gynaecology

(b) Pregnancy:

In the case of pregnancy, if the AeMC or AME considers that the licence holder is fit to exercise her privileges, he/she shall limit the validity period of the medical certificate to the end of the 34th week of gestation. The licence holder shall undergo a revalidation aero-medical examination and assessment after full recovery following the end of the pregnancy.

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- Subpart A: Generelle krav
- **Subpart B: Helsekrav**
- Subpart C: Godkjenning som flylege klasse 3

ATCO.MED.B.060 Psychology

- (a) Applicants who present with stress-related symptoms that are likely to interfere with their ability to exercise the privileges of the licence safely shall be referred to the licensing authority. A fit assessment may only be considered after a psychological and/or psychiatric evaluation has demonstrated that the applicant has recovered from stress-related symptoms.



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- Subpart A: Generelle krav
- **Subpart B: Helsekrav**
- Subpart C: Godkjenning som flylege klasse 3

ATCO.MED.B.070 Visual system

(a) Examination:

- (3) Applicants shall undergo tonometry at the first revalidation examination after the age of 40, on clinical indication and if indicated considering the family history.

ATCO.MED.B.075 Colour vision

Applicants shall be normal trichromates.

AMC1 ATCO.MED.B.075 Colour vision

- (a) Pseudoisochromatic plate testing alone is not sufficient.
- (b) Colour vision should be assessed using means to demonstrate normal trichromacy.

EU-forordning 2015/340, Part-ATCO.MED

- Subpart A: Generelle krav
- Subpart B: Helsekrav

ATCO.MED.B.080 Otorhinolaryngology

(a) Examination:

(1) A routine otorhinolaryngological examination shall form part of all initial, revalidation and renewal examinations.

(2) Hearing shall be tested at all examinations. The applicant shall understand correctly conversational speech when tested with each ear at a distance of 2 metres from and with his/her back turned towards the AME.

(3) Hearing shall be tested with pure tone audiometry at the initial examination and at subsequent revalidation or renewal examinations every 4 years until the age of 40 and every 2 years thereafter.

(4) Pure-tone audiometry:

(i) Applicants who do not meet the hearing criteria above shall be referred to the licensing authority and undergo a specialist assessment before a fit assessment may be considered. Initial applicants shall undergo a speech discrimination test. Applicants for a revalidation or renewal of a class 3 medical certificate shall undergo a functional hearing test in the operational environment.

(5) Hearing aids:

(i) Initial examination: the need of hearing aids to comply with the hearing requirements entails unfitness.

Luftfartstilsyne (ii) Revalidation and renewal examinations: a fit assessment may be considered if the use of hearing aid(s) or of an appropriate prosthetic aid improves the hearing to achieve a normal standard as assessed by fully functional testing in the operational environment.



EU-forordning 2015/340, Part-ATCO.MED

- Subpart A: Generelle krav
- Subpart B: Helsekrav

ATCO.MED.B.080 Otorhinolaryngology

(a) Examination:

(1) A routine otorhinolaryngological examination shall form part of all initial, revalidation and renewal examinations.

(2) Hearing shall be tested at least once every 12 months and tested with each ear at a distance of 2 metres.

(3) Hearing shall be tested with a hearing aid at renewal examinations even if the applicant does not use a hearing aid.

(4) Pure-tone audiometry:

- (i) Applicants who do not use a hearing aid shall undergo a specialised hearing test including speech discrimination and speech understanding tests. Applicants who use a hearing aid shall undergo a functional hearing test.

(5) Hearing aids:

(i) Initial examination: the need of hearing aids to comply with the hearing requirements entails unfitness.

Luftfartstilsynet (ii) Revalidation and renewal examinations: a fit assessment may be considered if the use of hearing aid(s) or of an appropriate prosthetic aid improves the hearing to achieve a normal standard as assessed by fully functional testing in the operational environment.

AMC1 ATCO.MED.B.080 Otorhinolaryngology

(a) Examination

(1) An otorhinolaryngological examination includes:

- (i) history;
- (ii) clinical examination including otoscopy, rhinoscopy and examination of the mouth and throat;
- (iii) clinical examination of the vestibular system.

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GM4 ATCO.MED.B.010 Cardiovascular system

PACEMAKER

- (c) It is known that certain operational equipment may interfere with the performance of the pacemaker. ~~The type of pacemaker used, therefore, should have been tested to ensure it does not suffer from interference in the operational environment. Supporting data and a performance statement to this effect should be available from the supplier.~~

EU-forordning 2015/340, Part-ATCO.MED

- Forutsetter kjennskap til operativt arbeidsmiljø

GM4 /
PACEN

(c)

AMC1 ATCO.MED.B.015 Respiratory system

(h) Sleep apnoea syndrome/sleep disorder

- (1) Applicants with unsatisfactorily treated sleep apnoea syndrome and suffering from excessive daytime sleepiness should be assessed as unfit.
- (2) A fit assessment may be considered subject to the extent of symptoms, including vigilance, and satisfactory treatment. ~~ATCO operational experience, sleep apnoea syndrome/sleep disorder education and~~ work place considerations are essential components of the aero-medical assessment.

EU-forordning 2015/340, Part-ATCO.MED

- Forutsetter kjennskap til operativt arbeidsmiljø

GM4 /
PACEN

AMC1 ATCO.MED.B.015 Respiratory system

- (h) Sleep apnoea syndrome/sleep disorder
- (c) (1) Applicants with unsatisfactorily treated sleep apnoea syndrome and suffering from

AMC1 ATCO.MED.B.025 Metabolic and endocrine system

- (b) Obesity
- (2) Functional testing in the working environment may be necessary before a fit assessment may be considered.
- (e) Diabetes mellitus
- (2) A fit assessment may be considered after evaluation of the operational environment, including means of glucose monitoring/management whilst performing rated duties, and with demonstrated exemplary glycaemic control.

EU-forordning 2015/340, Part-ATCO.MED

- Forutsetter kjennskap til operativt arbeidsmiljø

GM4 /
PACEM

AMC1 ATCO.MED.B.015 Respiratory system

(h) Sleep apnoea syndrome/sleep disorder

(c)

(1) Applicants with unsatisfactorily treated sleep apnoea syndrome and suffering from

AMC1 ATCO.MED.B.025 Metabolic and endocrine system

(b) Obesity

(2) Functional testing in the working environment may be necessary before a fit assessment may be considered.

(e) AMC1 ATCO.MED.B.050 Musculoskeletal system

(b) Abnormal physique, including obesity, or muscular weakness may require aero-medical assessment, and particular attention should be paid to an aero-medical assessment in the working environment.

(c) Locomotor dysfunction, amputations, malformations, loss of function and progressive osteoarthritic disorders should be assessed on an individual basis in conjunction with the appropriate operational expert with a knowledge of the complexity of the tasks of the applicant.

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- Forutsetter kjennskap til operativt arbeidsmiljø

GM4 /
PACEM

AMC1 ATCO.MED.B.015 Respiratory system

- (h) Sleep apnoea syndrome/sleep disorder
- (c) (1) Applicants with unsatisfactorily treated sleep apnoea syndrome and suffering from

AMC1 ATCO.MED.B.025 Metabolic and endocrine system

- (b) Obesity
- (2) Functional testing in the working environment may be necessary before a fit assessment may be considered.

(e) AMC1 ATCO.MED.B.050 Musculoskeletal system

- (b) Abnormal physique, including obesity, or muscular weakness may require aero-medical assessment and particular attention should be paid to an aero-medical assessment in the working environment and
- (c) Locomotor dysfunction, amputations, malformations, loss of function and progressive

AMC1 ATCO.MED.B.060 Psychology

- (a) If a psychological evaluation is indicated, it should be carried out by a psychologist taking into account the ATC environment and the associated risks.

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- Forutsetter kjennskap til operativt arbeidsmiljø

GM4 /
PACEM

(c)

AMC1 ATCO.MED.B.015 Respiratory system

(h) Sleep apnoea syndrome/sleep disorder

(1) Applicants with unsatisfactorily treated sleep apnoea syndrome and suffering from

AMC1 ATCO.MED.B.025 Metabolic and endocrine system

(b) Obesity

(2) Functional testing in the working environment may be necessary before a fit assessment may be considered.

(e) AMC1 ATCO.MED.B.050 Musculoskeletal system

(b) Abnormal physique, including obesity, or muscular weakness may require aero-medical assessment and particular attention should be paid to an aero-medical assessment in the working environment and

(c) Locomotor dysfunction, amputations, malformations, loss of function and progressive

AMC1 ATCO.MED.B.060 Psychological

AMC1 ATCO.MED.B.070 Visual system

(a)

(a) Eye examination

(4) The effect of multiple eye conditions should be evaluated by an ophthalmologist with regard to possible cumulative effects. Functional testing in the working environment may be necessary to consider a fit assessment.

EU-forordning 2015/340, Part-ATCO.MED

- Forutsetter kjennskap til operativt arbeidsmiljø

GM4 / PACEM
(c) AMC1 ATCO.MED.B.015 Respiratory system

(h) Sleep apnoea syndrome/sleep disorder

(1) AMC1 ATCO.MED.B.080 Otorhinolaryngology

(a) Examination

(2) Ear, nose and throat (ENT) specialists involved in the aero-medical assessment of air traffic controllers should have an understanding of the functionality required by air traffic controllers whilst exercising the privileges of their licence(s).

(3) Where a full aero-medical assessment and functional check are needed, due regard should

(e) AMC1 A
(e) Speech disorder

(b) Applicants with a speech disorder should be assessed with due regard to the operational environment in which the operational functions are undertaken. Applicants with significant disorder of speech or voice should be assessed as unfit.

AMC1
AMC1
(a) GM1 ATCO.MED.B.080 Otorhinolaryngology

HEARING

(a) Speech discrimination test: discriminating speech against other noise including other sources of verbal communication and ambient noise in the working environment, but not against engine noise.

(b) Functional hearing test: the objective of this test is to evaluate the controller's ability to hear the full range of communications that occur in an operational environment and not just through a headset or speaker.



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ATCO.MED.C.025 Validity of AME certificates

An AME certificate shall be issued for a period not exceeding 3 years. It shall be revalidated provided the holder:

- (b) has undertaken refresher training in aviation medicine and in the working environments of air traffic controllers within the last 3 years;

AMC1 ATCO.MED.C.025(b) Validity of AME certificates

REFRESHER TRAINING IN AVIATION MEDICINE

- (a) During the period of authorisation certification, an AME should attend 20 hours of refresher training, including training with regard to the environment of air traffic control.

AMC2 ATCO.MED.C.015 Training courses in aviation medicine

ADVANCED TRAINING COURSE

- (b) The syllabus for the advanced training course should concentrate on the specific air traffic control environment, and demonstrations and practical skills should be included, where appropriate. The course should cover at least the following subjects:

- (1) Air traffic control working environment;