



Ministry  
of Defence

Air Command Secretariat  
Spitfire Block  
Headquarters Air Command  
Royal Air Force  
High Wycombe  
Buckinghamshire  
HP14 4UE

Ref: FOI2022/03752

[REDACTED]

13 April 2022

Dear [REDACTED]

Thank you for your e-mail of 20 March 2022, in which you requested the following information:

*"I would like to ask how many WSOP (ISR) Lng are colour blind, with a waiver to fly on Rivet Joint. Why are they allowed to fly on a manned platform when they cannot hold an Airfield driving permit?."*

I am treating your correspondence as a request for information under the Freedom of Information Act 2000 (FOIA).

A search for the information has now been completed, and I can confirm that information in scope of your request is held.

**How many WSOp (ISR) Lng are colour blind, with a waiver to fly on Rivet Joint:**

The Royal Air Force (RAF) Manual of Medical Fitness stipulates that the current minimum visual standards for Colour Perception (CP) at selection for a Weapon System Operator Linguist (WSOp)(L), is CP 4. CP4 is defined as poor to severely deficient CP. As CP4 is the minimum entry standard for WSOp(L) a waiver to fly is not required.

**Why are they allowed to fly on a manned platform, when they cannot hold an Airfield driving permit:** WSOp (L) are permitted to fly on a manned platform if they are deemed medically fit in accordance with entry and employment fitness requirements. However, in accordance with Military Aviation Authority (MAA) policy, all personnel requiring an Aerodrome access permit (also known as an airfield driving permit), should be CP standard of CP2 (normal) or CP3 (defective safe).

Under Section 16 of FOIA (advice and assistance), it may be useful for you to know that a WSOp(L) can operate in the back of an aircraft, but not hold an airfield driving permit as safety critical information is displayed on an airfield using red and green lights, noting that red and green is the most common deficiency in Colour Perception. Additionally, it is deemed unlikely that safety/mission critical information will be displayed in the rear of an

aircraft in red and green, so a red/green colour deficiency can be mitigated to an extent in that working environment.

If you have any queries regarding the content of this letter, please contact this office in the first instance.

If you are not satisfied with this response or wish to complain about any aspect of the handling of your request, then you should contact me in the first instance. If informal resolution is not possible and you are still dissatisfied then you may apply for an independent internal review by contacting the Information Rights Compliance Team, Ground Floor, MOD Main Building, Whitehall, SW1A 2HB (e-mail [CIO-FOI-IR@mod.uk](mailto:CIO-FOI-IR@mod.uk)). Please note that any request for an internal review must be made within 40 working days of the date on which the attempt to reach informal resolution has come to an end.

If you remain dissatisfied following an internal review, you may take your complaint to the Information Commissioner under the provisions of Section 50 of the Freedom of Information Act. Please note that the Information Commissioner will not normally investigate your case until the MOD internal process has been completed. The Information Commissioner can be contacted at: Information Commissioner's Office, Wycliffe House, Water Lane, Wilmslow, Cheshire, SK9 5AF. Further details of the role and powers of the Information Commissioner can be found on the Commissioner's website at <https://ico.org.uk/>.

Yours sincerely,

Air Command Secretariat