

**BY ORDER OF THE COMMANDER
AIR MOBILITY COMMAND**

AIR FORCE INSTRUCTION 91-301



AIR MOBILITY COMMAND

Supplement 1

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Safety

**AIR FORCE OCCUPATIONAL AND
ENVIRONMENTAL SAFETY, FIRE
PROTECTION, AND HEALTH (AFOSH)
PROGRAM**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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OPR: HQ AMC/SEG (Mr. Richard K. Garsnett) Certified by: HQ AMC/SED (Mr. Douglas Morton)
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AFI 91-301, 1 June 1996, is supplemented as follows: This publication does not apply to the Air National Guard (ANG). The reporting requirements of this supplement are exempt from licensing in accordance with AFI 37-124, *The Information Collections and Reports Management Program; Controlling Internal, Public, and Interagency Air Force Information Collections, para 2.11.12.*

SUMMARY OF REVISIONS

This document is substantially revised and must be completely reviewed.

2.5.5.7. The following areas can be considered high interest areas: hangar door operations, confined space entries, fuel cell repair facilities, petroleum tank farms, and other operations with potential for exposure to atmospheric or toxic chemicals immediately dangerous to life and health or potential for extensive property damage, ground and air transportation of ammunition and explosives, weapons and firing ranges, aircraft chaff and flare operations, open house activities and facilities or locations sited or licensed under AFMAN 91-201, *Explosives Safety Standards*. Tenant units with an additional duty safety person should request host unit safety assistance for identifying high interest areas.

2.5.5.7.1. (Added) Use the term definition in AFI 91-301, *Atch 1*, as a guide for installation commanders to designate Functional Managers.

2.9.12. The wing safety manager (or equivalent) will designate (in writing) safety-related high interest areas, localities, or situations based on a realistic appraisal of actual risks, mishap experience, facility conditions, potential hazards, and results of previous safety inspections. The list of high interest areas may be

a living document. Modify or change, as needed, based on new hazards or mishap analysis. Document the rationale and data used for deleting or adding areas to the list.

7.3.2. Aircrews are exempt from documentation of training on AF IMT 55, **Employee Safety and Health Record**, due to military unique designation.

14.1.4.4.1. (Added) All Wing, Group, or Squadron commanders must be kept informed on the current posture of compliance regarding unit annual safety inspections. Briefing the state or condition of unit inspection compliance at quarterly AFOSH or ESOH Council Meetings, and routing the report to the Wing/Group commander can accomplish this. Each organization inspected, however, must still receive a complete written safety inspection report from the host safety office.

18.5.2. All occupational hazards assigned a Risk Assessment Code (RAC) 1, 2, or 3, must be validated by a ground safety representative and a copy of each AF IMT 3, **Hazard Abatement Plan**, must be forwarded annually to HQ AMC/SEG to reflect current hazard and abatement information.

18.5.9. The AF IMT 3 for RAC 4 and 5 hazards and deficiencies is optional.

18.6.3. Follow AFI 32-1021, *Planning and Programming of Facility Construction Projects*, since specific funding is not identified for hazard abatement. Make certain the DD Form 1391, **Military Construction Project Data**, reflects the hazard identification information.

20. (Added) **IMTs/Forms Adopted**. DD Form 1391, **Military Construction Project Data**; AF IMT 1487, **Fire Prevention Visit Report**.

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

Terms

Occupational Deficiency—Do not assign RAC 1, 2, or 3 to Occupational Deficiencies.

Attachment 8

III. Reporting Requirements. (Third Bullet) Fire Safety Deficiency (FSD) codes III, IV, and V are temporarily waived until facilities are upgraded. The base fire chief will make certain these fire deficiencies are reported in the following manner:

a) Fire prevention inspectors will prepare an AF IMT 1487, **Fire Prevention Visit Report**, on FSD codes III, IV and V found in each facility.

b) The Civil Engineering facility folders will include completed AF IMTs 1487 to ensure these deficiencies are tracked and corrected during future alterations, additions and upgrade projects.

LEE VETTER, GM-14, DAFC
Deputy Director of Safety