INTRODUCTION: Modifications to Air Force (AF) systems are documented and managed via the Form AF-1067 Modification Proposal process, in accordance with AF Instruction (AFI) 63-131, Modification Management. These changes can include addition of new equipment and/or fixing equipment or design issues on existing sub-systems. Air Mobility Command’s HSI cell added Human System Integration (HSI) to the process, helping address required changes and in preventing submitted changes from adversely impacting the human element. To decrease future modifications to correct design issues, the AF Major Command (MAJCOM) HSI cells are actively refining acquisition requirements via document reviews and inputs during the early stages of design. Another challenge is to prevent system modifications, via the AF-1067 process, from introducing adverse impacts with the human element of the system. To meet this challenge we developed a mechanism to review submitted AF-1067s from an HSI perspective and provide feedback/guidance to submitters of AF-1067s to improve the quality of their inputs. PROCESS: With HSI involvement in system acquisition and system engineering, HSI is addressed in the initial system requirements and early design considerations. This still left several areas where HSI needed to be addressed, such as, Issue Identification and Change Management. AMC’s HSI representative addressed the modification process in two phases 1) prevent changes from having a negative impact, and 2) identify areas where AF-1067s can implement changes to correct HSI related issues. An HSI representative started reviewing each AF-1067, providing feedback where HSI domains were impacted, not fully addressed, or where the suggestion went against established standards (MIL-STD and MIL-HDBK). Asking some simple questions while reviewing the AF-1067s helped others to identify HSI considerations. The questions were consolidated from many sources into an easy to use guide. The guide helps people write AF-1067s to properly consider and include HSI and to help in everyone’s review of submitted AF-1067s. These actions allowed us to address the change management area of controlling HSI’s impact on system modifications. While the guide helps people look at systems from an HSI perspective, it does not actively associate issues and problems with HSI domains and doesn’t help identify fixes. To cover this last area we began the second phase of our process. AMC’s HSI representative began attending the monthly Trends Review Action Committee (TRAC) meetings where aircrew inputs are reviewed from the Aviation Safety Action Program (ASAP). ASAP is modeled on an FAA program the airlines use. Many of these inputs convey an element of HSI and helps identify issues that need to be addressed either via a modification (AF-1067), a Doctrine, Organization, Training, Material, Leadership, Personnel, Facilities (DOTMLPF) Change Recommendation (DCR), or publication/policy change (AF-847). Recognizing the impact of HSI on the aircrews, the AMC ASAP POC made the HSI representative a voting member of the working group. The group reviews all ASAP submissions and vote on any proposed response and/or action. CONCLUSION: The approaches outline allows the HSI team to impact HSI from early system acquisitions though Operations and Sustainment, and provide proactive identification of HSI related issues and management of system changes in a manner to prevent introducing adverse HSI impacts. HSI has been established in the Configuration Review Board and has provided the HSI guide to the submitters and reviewers of AF-1067s. AMC’s HSI representative works with the AMC ASAP POC to perform analysis of all ASAP submissions with an eye toward HSI. The AMC staff works any HSI related issue via the TRAC and the CRB, and the team utilizes the best avenue (AF-1067, AF-847 or DCR) to implement any solutions or actions they identify.