An investigation of the nontechnical skills required to maximize the safety and productivity of US Navy divers

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Abstract: Although U.S. Navy diving is remarkably safe, because of the high-risk environment in which the divers work, accidents and mishaps do occur. The U.S. Navy diving community is adept at identifying and mitigating technical problems. However, it is not as adept with the nontechnical or human factors that cause accidents. Safety research has shown that human performance problems most heavily shape risks in hazardous industries: the greatest cause of approximately 80 percent of naval aviation mishaps is generally regarded as human error. Nevertheless, little guidance to prevent or mitigate such accidents is available to divers.

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- Naval Medical Reports and Statistics
  These are publications and reports by the US Navy.
- Navy Experimental Diving Unit (NEDU)
  These are technical reports from the US Navy Experimental Diving Unit.
Here are 5 essential non-technical skills that you should be looking for in your engineering candidates to ensure that your firm builds a successful and well-performing team:

1. Communication. Strong writing skills, as well as the ability to communicate verbally clearly and with confidence in a range of situations - both online and in-person - is critical. After all, a breakdown in communication in the engineering field could spell a costly disaster. Tell me about one of the toughest groups you’ve ever worked with. What made it challenging and how did you overcome these challenges?

5. Emotional Intelligence. Emotional intelligence relates to being able to understand your own emotions, and read and react to the emotions of others appropriately. Development of the NOTECHS (non-technical skills) system for assessing pilots’ CRM skills. Rhona Flin*, Lynne Martin*, Klaus-Martin Goeters**, Hans-Jürgen Hörmann**, René Amalberti***, Claude Valot*** and Herman Nijhuis**** *University of Aberdeen, Scotland **DLR Hamburg, Germany ***IMASSA, France ****NLR, Netherlands. Such a generic method would minimize cultural and corporate differences, and maximize practicability and effectiveness for airline instructors and examiners. As a consequence, in 1996, the JAA Project Advisory Group on Human Factors initiated a project group that was sponsored by four European Civil Aviation Authorities (Germany, France, Netherlands, UK). Training in non-technical skills (NTS) does not usually question the design of the work system, and thus focuses narrowly on workers as the unit of analysis. This study discusses how the identification of NTS, a major step for developing an NTS training program, might be re-interpreted from the perspective of resilience engineering (RE). Moreover, organizations that have adopted safety management practices based on behaviorist epistemological assumptions, have reached a performance plateau [12]. Thus, innovative perspectives are necessary if NTS knowledge and practice are to progress. The cause of the defect was not easily visible. We looked for a broken insulator causing energy to drain away and we did not find any. To open and close keys remotely.