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Leverage; 3.4Leadership; 3.5Leadership at Formation: A Critical Leverage Point; 3.6Group Shells  
3.7Implications for Effective Crew Leadership3.8Conclusion; Chapter 4Communication and Crew Resource Management; Introduction; 4.1 torical View of Communication and Flight Safety; 4.2Functions of Communication; 4.3Issues and Advances in Communication; 4.4 Summary; Chapter 5Flight Crew Decision-Making; Introduction; 5.1 Aviation Decision-Making; 5.2What Factors Make Decisions Difficult?; 5.3Behaviors that Characterize Effective Crew Decision-Making; 5.4Can We Train Crews to Make Better Decisions?; 5.5Conclusions: The Future of Aviation Decision-Making  
Chapter 6CRM (Non-Technical) Skills - Applications for and Beyond the Flight DeckIntroduction; 6.1Pilots' Non-Technical Skills (NOTECHS); 6.2 esthetists' Non-Technical Skills (ANTS); 6.3Non-Technical Skills for Surgeons (NOTSS); 6.4Scrub Practitioners' List of Intra-operative Non-Technical Skills (SPLINTS); 6.5Nuclear Power Control Room Teams; 6.6 Systems Analysts: Non-Technical Skills for Critical Incident Management; 6.7Domain Specificity; 6.8Individuals or Teams?; 6.9Basic Teaching of Non-Technical SkillsnbspConcepts; 6.10Not Just for Crises; 6.11Where Angels Fear to Tread  
PART 2CRM Training ApplicationsChapter 7The Design, Delivery and Evaluation of Crew Resource Management Training; Introduction; 7.1 What is Training Evaluation?; 7.2Why is Evaluation of CRM Training Necessary?; 7.3How has CRM Training been Evaluated in the Past?; 7.4 How Should CRM Training be Assessed innbspthe Future?; 7.5 Concluding Remarks; Chapter 8Line Oriented Flight Training (LOFT).The Intersection of Technical and Human Factor Crew Resource Management (CRM) Team Skills; 8.1The Beginning; 8.2Discussion of Relevant Research; 8.3Definition and Description of LOFT  
8.4Essential Features of LOFT

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Sommario/riassunto

Crew (or Cockpit) Resource Management training originated from a NASA workshop in 1979 that focused on improving air safety. The NASA research at that time found the primary cause of the majority of aviation accidents to be human error, and further showed the main problems to be failures of interpersonal communication, leadership, and decision making in the cockpit. By the time of publication of our first edition of CRM, was celebrated as the convergence of a concept, an attitude and a very practical approach to pilot training. Equally important was the convergence and enthusiastic support of

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