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disorientation and synthetic vision. The purpose of this book is to highlight the pressing human factor issues associated with remotely operated vehicles and ...

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However, the fact that there are no humans in the vehicle is misinterpreted

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by some as no humans in the system. On the contrary, ROVs are complex systems that require much human involvement. There are many human factors issues ranging from remote control and soda straw displays to spatial disorientation and automation.

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PY - 2006/12/1. Y1 - 2006/12/1. N2 -
From Hurricane Katrina to the war in Iraq
and US border security, ROVs (Remotely
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seat. They can do work that is beyond human capabilities or that puts humans in harm's way.

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address RPA that are operated under the FAA regulations for “small UAS” (14 CFR Part 107) or that are operated entirely by visual reference of the pilot.

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UUVs, including the loss of sensory cues and spatial awareness, the control of the remote vehicle, problems with situation awareness and workload, problems with trust in automation, and challenges with human robot communication.

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straw displays to spatial disorientation and automation. Further, there are significant mishaps with a large portion attributed to human factors issues.

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Highlights the pressing human factor issues that are associated with remotely

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operated vehicles. This book showcases some of the human-oriented research and design that speaks to these issues. It discusses the human components of the 'unmanned' system.

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In the 1970s and '80s the Royal Navy

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used "Cutlet", a remotely operated submersible, to recover practice torpedoes and mines. RCA (Noise) maintained the "Cutlet 02" System based at BUTEC ranges, whilst the "03" system was based at the submarine base on the Clyde and was operated and maintained by RN personnel.. The U.S. Navy funded most of the early ROV

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technology development in the 1960s
into...

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In: E. Salas. ed. 2006. Advances in
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Human factors issues are identified for

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operating both ROVs and AUVs. For ROVs, the human factors problems primarily deal with having to remotely operate the vehicle.

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Cooke has organized annual workshops on the Human Factors of Unmanned Aerial Vehicles since 2004, has co-edited Human Factors of Remotely Operated Vehicles, published by Elsevier, The Best of Human Factors (with Eduardo Salas and published by HFES) and has co-authored (with Frank Durso), Stories of

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