

Editorial - The coming of age

Dear members of the International Aviation Community,

Coming of age means the transition from childhood to adulthood. The age at which this transition takes place varies, as does the nature of said transition. It can be a simple legal convention or it can be part of a ritual. In many cases such a change is associated with responsibility.

In the life of an academic journal, four seems to be a magic number. If four issues of an academic journal have been published, it usually means it has survived for two years. The journal, at this stage, assumes a new status and responsibility towards the academic society.

For AVIATION IN FOCUS, the coming of age meant some editorial decisions that showed the journal could stand on its own feet. First, admitting two editors, so that some interlocution between them could occur. Second, having all communication processes involved in making the issue available online being made through the journal's interface. Third, relying solely on the call for papers as a source of submissions. Fourth, having three different types of feedback for each text submitted concerning their content, language and format.

Anyway, AVIATION IN FOCUS is now two years old. If compared to publications from other areas of knowledge one could think that "it is not such a big deal". But for a journal that publishes research from this "young" area of knowledge called AVIATION, which does not have a long tradition in publishing, well, being two years old is a "big deal".

For all these reasons, the present issue took a little longer to be made available online. Also, besides the usual sections: AVIATION AND LANGUAGE, AVIATION AND HISTORY, AVIATION AND SAFETY/SECURITY, AVIATION AND HEALTH, we have two new sections: AVIATION AND TECHNOLOGY and AVIATION AND LEGISLATION, which I now present to you.

In the AVIATION AND LANGUAGE section there are two articles. The first, **A journey into the unknown: the epic of a translator in search of terms and definitions within the aviation field**, written by Patrícia Almeida de Rezende, is aimed at technical translators in the field of aviation, who may find that terms and definitions taken from dictionaries available in the market are not usually satisfactory. The second article of this section, **Perceptions of learners of Aviation English of language and their own learning process**, written by Malila C. Almeida

Prado, aims at presenting a study about the image which aviation English students, particularly pilots, have of the English language and its teaching. By doing so, Malila Prado intends to identify the imaginary formation (PÊCHEUX, 1962) that permeates their representations, and to detect manners to re(construct) the teaching/learning process.

The next section, AVIATION AND HISTORY, brings an article written by José Felix Brito Neto. **Airline deregulation in the USA**, aims at conducting a detailed analysis of the government regulation and deregulation of the airline industry in the United States of America.

Next, under AVIATION AND SAFETY/SECURITY, we have the article **Maintenance and ramp line operations safety assessment (M&R LOSA) - Using a tested approach for risk management and safety enhancement**, written by Maggie Jiao Ma, from Boeing Commercial Aviation Services and by Brian Wood, from Airport Terminal Services, Inc. In this text, as the authors present the *M&R LOSA project*, they declare that this type of program is expected to positively leverage peer pressure to enforce behavior change and allow subunits of an organization to build in some flexibility to address their key problems and assure the effectiveness of safety recommendations.

In the following section, AVIATION AND HEALTH, we have two articles: the first, **Self-assessment - a useful contribution to our understanding of pilot fatigue?**, written by Dr Simon Ashley Bennett, from Leicester University, considers the link between time awake and physical and psychological impairment, as well as the responses given by pilots to an on-line questionnaire where they describe their physical and psychological state after various periods of wakefulness; the second, **Activity air, weather and cardiovascular disorders in the human body**, written by Valdir Cesarino de Souza, Enio Pereira de Souza, and Sandra Sereide Ferreira da Silva, aims to present the influence of cardiovascular disorders and atmospheric conditions in the human body during air-travel activity. As a result, it is noted that the elevation may be responsible for physiological disorders, which can sometimes cause irreversible damage to the human body.

The article published in the AVIATION AND TECHNOLOGY section comes from Greece, written by professor Evangelos Ladopoulos. In the article **Next generation aircraft & spacecraft by fracture mechanics analysis & relativistic elasticity**, the innovative and groundbreaking theory of “Relativistic Elasticity” is proposed for the design of the new generation large aircraft with turbojet engines and speeds in the range of 50,000 km/h and for the new generation spacecraft of any speed.

The last section, AVIATION AND LEGISLATION, brings the text **Analysis of the restrictions imposed on foreigners in Articles 156 and 181 of the Brazilian Aeronautics Code** written by Ailton José dos Santos Goularte, Anyuska Leal Schmidt and Leonardo Machado Cusato. The article discusses the restrictions imposed to Brazilian airlines for hiring foreign labor and also for the acquisition of ordinary stock by foreigners of the same companies.

We finish our issue with texts written by two undergraduate students from the Aeronautical Sciences course at PUCRS/Brazil. In these texts, the students write reviews of articles read during one of their English courses at University. Luiz Faillace Farret reviewed the article **Using Virtual Reality Technology For Aircraft Visual Inspection Training: Presence and Comparison Studies**, written by Professor Anand Gramopadhye from the Department of Industrial Engineering Clemson University, and Ronaldo Wajnberg Gamermann reviewed the article **Reconstructing human contributions to accidents: the new view on error and performance**, written by the professor and researcher Sidney Dekker.

We do hope you enjoy reading the texts that have been put together in this issue of the journal. We are sure many more are yet to come.

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Editors