

In 1993, an agreement between VARIG (the former Brazilian flag carrier) and PUCRS (Pontifical Catholic University of Rio Grande do Sul – Brazil) created the first college that aimed to form commercial pilots in South America. This was a breakthrough. Before, pilots were trained at the airline companies training centers. After, many of them started to be formed at Universities.

Now, seventeen years after the agreement was signed, we see a new breakthrough. I am very glad to see a former student like Henrique Helms having finished his master's degree in History and now holding a position at ANAC – the Brazilian Aviation Administration. I am also very proud of another former student, Éder Henriqson, who has finished his doctor's degree in Industrial Engineering and Transport at UFRGS being in charge of the *lato sensu* courses at PUCRS. We see a new type of pilot being formed: one that, besides flying, will possibly hold other positions within airline companies and aviation agencies.

As a general trend we see the international aviation community conducting various studies in different interfaces with aviation. We see international publications like the International Journal of Applied Aviation Studies from FAA Academy (with online issues since 2003) receiving 12 articles in its summer 2010 edition. We could also mention two Brazilian examples: *Conexão Sipaer* and *Revista da Unifa*, full of articles describing very interesting studies that have to do with aviation. The first, a journal from CENIPA (Centro de Investigação e Prevenção de Acidentes Aeronáuticos) which aims at presenting papers related to flight safety. The second, a journal published since 1985 by the Brazilian Air Force University (UNIFA) which has as a main focus military aviation and national defense.

For this reason I am very pleased to announce that another channel to aviation research has finally been launched: AVIATION IN FOCUS – Journal of Aeronautical Sciences. Having as its three major elements innovation, interdisciplinarity and internationalization, it is the first journal in South America about Aeronautical Sciences to be linked to a university that forms commercial pilots. Aviation in Focus is an initiative of the Research Laboratory of Aeronautical Sciences, part of the Microgravity Centre, and of the Faculty of Aeronautical Sciences, PUCRS (Brazil). A peer-reviewed electronic publication with free distribution, the journal aims to publish theoretical and applied studies, from any area of interface with aviation, in particular aviation and flight safety, aviation and language, aviation and health, aviation and history. The main objective of the journal is to promote the discussion of issues related to aviation at different levels and contexts. Published every six months, it receives original articles, book reviews, interviews and classroom activities. Researchers of all countries are invited to submit their work, which will be evaluated anonymously by two members of the Editorial Board. Such works may be written in Portuguese, English, French or Spanish.

The present issue integrates all the three elements mentioned by bringing together seven texts about aviation and flight safety, history, and language. The first text, written by Dilso Almeida, presents a theoretical-conceptual model, the Theory of Distributed Cognition, as an adequate basis for the investigation of linguistic experiences occurred in the interaction with technological artifacts that exist in the pilot's work environment. The second article, written by Ana Bocorny, talks about the differences between specialized communication contexts and communication contexts in the ESP classroom, when teaching aviation terminology to *ab initio* pilots. Cláudia Musa Fay and Geneci Guimarães de Oliveira are the authors of the third article, which presents the difficulties experienced by Varig pilots after the closure of the company, the process of emigration and of setting a new home abroad. Henrique Helms writes the next text, where he proposes a reflection on the issues that permeated the Brazilian commercial aviation after 1986. He analyses the case of Varig, and the changes that its bankruptcy brought to Brazilian aviation.

He also discusses some of the key factors that led to the company's collapse, both domestically and internationally. He finally addresses the importance of safety to Brazilian aviation, learning from the mistakes and successes that traditional Brazilian airlines have left us. The fifth article was written by researchers from three different institutions: Éder Henriqson, from PUCRS (Brazil); Tarcisio Abreu Saurin, from UFRGS (Brazil); and Johan Nicklas Bergstrom, from Lund University (Sweden). This paper aims at describing how coordination may be interpreted as a situated and distributed cognitive phenomenon in the cockpit of commercial aircraft. The description of the phenomenon draws on empirical material collected from a series of studies carried out by the authors between the years 2007 and 2010, with a focus on the analysis of the activity and the work in cockpits of modern aircraft. In this respect, the study starts by integrating the perspective of joint cognitive systems theory with the four coordination requirements described in the literature: common ground, interpretability, directivity and synchrony. Automation, along with the pilots, is conceived of as a third cabin agent. As a result of this integration, four coordination modes in the cockpit, occurring at different flight stages, are proposed. The sixth text, written by Malila Prado, aims to discuss how Corpus Linguistics can assist in the development of a common understanding of ICAO's descriptors of language proficiency, by determining which semantic, lexical, and structural fields are to be taught in Aviation English. The last text comes from very far. Written by Rex Derby, from Nanjing University of Aeronautics and Aerospace (China), the text presents some reflections on the teaching of numbers for pilots in China. These reflections are followed by classroom activities that can be used with pilots and air traffic controllers.

Dear members of the International Aviation Community, I do hope you enjoy reading the texts that have been put together in this issue of the journal. I hope many more are yet to come.

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Editor

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