



## LINGUISTIC ANALYSIS OF ENGLISH PHRASEOLOGY AND AIR- GROUND COMMUNICATION

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In most professional fields exchanging information between colleagues based on verbal communication. In a field every workers has their own responsibility. Being able to communicate for these experts is a necessity for sharing and transferring knowledge required fulfil their job. Institutions and authorities can create linguistic norms if these communication-dependent situation are recurrent enough. The aim of this linguistic norms is to create easier communication at syntactic, lexical and semantic level. By the help of simplified rule members of communication can understand the task and can do the given task. Using a language according to it's syntactic, lexical and semantic rules can be difficult to learn or understand the given tasks. There are some misunderstandings for the people who do not work in this field. There are six official language of civil aviation. They are: 1. English 2. French 3. Spanish 4. Russian 5. Arabic 6. Chinese.

So they conduct the special language that can be understandable for all pilots and controlled. In this case, it does not matter pilots' and controllers' first languages. Nowadays, English is considered as a lingua franca (international language). Thus specialized language for Air-ground communication based on English phraseology. The English language is considered an available language for all aircraft stations. There are many researches on this theme. The most important one is Stéphanie Lopez's doctoral research project. She started her project in French Civil Aviation University (ENAC). At the same time she worked in the linguistic institute CLLE- ERSS at the aim of trying and learning ENAC's specific needs in terms of

English radiotelephony teaching. She investigated French controllers and pilots special language usages made of English language. She chose a comparative study as the method of analysis. She tried to show differences and similarities between two corpora. They are: 1. The prescribed norm.

2. Real usage made of prescribed norm.

In this article I am going to show how English is used by pilots and controllers in real air-ground communication and what kinds of differences can be seen between natural language and specialized English for air-ground communication.

The communication that can be seen in air traffic control is based on specialized language. Such kind of language known as phraseology. The creator of this term is considered International Civil Aviation Organisation and has been used by members of air-ground communication. It is said by this authority that the purpose of phraseology is to provide clear, concise, unambiguous language to communicate messages of abrotine nature. Nevertheless, the rules of this specialized language is very strict at lexical, syntactic, semantic and phonetic levels. Here are some examples of short conversation between members of air-ground communication.

Before giving examples I am going to give definition of some phrases that are used in air-ground communication. To minimize the risk for misunderstandings a well defined set of words are used in mostly the same sequence when clearances are given by ATC and read back by pilots.

**"Cleared for/to"** - normally followed by a takeoff/landing clearance or a clearance limit, such as a fix, navigational aid or airport.



**"Expedite"** - execute given instructions immediately without delay. If the Pilots are not able to comply they must inform ATC. An example for the use of this phrase could be when ATC wants to allow an aircraft to depart, but it has to happen quickly because there is an arriving aircraft that will land shortly.

**"Flight level"** - depending on where you are flying, there will always be a transition level at a given altitude. When climbing through this altitude the Pilots will change the barometric setting in their altimeters from the local value to the International Standard Atmosphere value of 1013,25hPa. This ensures that all aircraft above this altitude operate with the same altimeter setting, ensuring that the appropriate altitude separation between aircraft is maintained.

**"Squawk XXXX"**- used by ATC to inform the Pilots of which code they should program into the transponder of the aircraft. Each number in the four number sequence can range from 0 to 7, each unique code then allows ATC to discriminate between all of the different aircraft on their radar screen. For example ATC could say: "Scavac 20, squawk 4670", which the pilot(s) would then program into their transponder in the cockpit to allow for identification. Since there are four digits in the transponder with eight different options for each digit, there is a total of 4096 unique codes available (8^4=4096).

**"Wilco"** - Short for "will comply", normally used by the Pilot to inform ATC that he/she will comply with their instructions. It can only be used when the specific instructions don't need to be read back. If the crew is cleared to a new altitude or given a new heading for example, they will have to read back the specific altitude and/or heading. A "wilco" will not suffice in such a case.

There are many other standard phrases commonly used in aviation. Now, we can pass

examples. In the conversation **P-** pilot, **ATC-** air-traffic controller.

**1. P:** juliett mike papa, request right turn when airborne.

**ATC:**juliet mike papa, right turn approved, runway 0 8 cleared for take-off

**P:** runway 0 8 cleared for take- off, right turn, juliett mike papa.

**2. ATC:** Citron Air 5 3 2 4, multidirectional departure runway 3 7, at

500 feet turn right heading 2 3 1, climb 4000 feet QNH

**P:** multidirectional departure runway 3 5, at 500 feet turning Right

heading 2 3 1, climb 4000 feet QNH, Citron Air 5 3 2 4.

**3. P:** The Red Battle- flyer, good morning, victor yankeezulu.

**ATC:** victor yankeezulu, good morning, pass your message.

**P:** victor yankee tango yankeezulu, PA28, VFR from Albi to

the red battle- flyer for touch-and -go, Agent next, 1500 feet

echo time 1 0 6 2, with information Romeo. Requesting joining

instructions.

**ATC:** victor yankeezulu, roger, report echo.

**P:** will report echo, victor yankeezulu.

While reading this conversation the reader who has not any information about air-traffic communication come accros some misunderstandings. In air-traffic conversations controller and pilots do not name each others' with their real names. Each members of communication has their own specialized names that were given by authorities. The letters that used in radiotelephony is based on NATO's phonetical rules. There is a table of letters and their pronunciations below:

Number	Laters	Telephony	Pronunciation
1	A	Alfa	Alfah
2	B	Bravo	Brahvon
3	C	Charlie	Charleeorsharlee
4	D	Delta	Delltah



5	E	Echo	Eckoh
6	F	Foxtrot	Fokstrot
7	G	Golf	Golf
8	H	Hotel	Hohtel
9	I	India	Indeeah
10	J	Juliett	Jeuleett
11	K	Kilo	Keylon
12	L	Lima	Leeman
13	M	Mike	Mike
14	N	November	November
15	O	Oscar	Osscan
16	P	Papa	Pahpah
17	Q	Quebec	Kenbeck
18	R	Romeo	Rowmeoh
19	S	Sierra	Seeairrah
20	T	Tango	Tanggo
21	U	Uniform	Youneeformoroonee form
22	V	Victor	Viktah
23	W	Whiskey	Wiskey
24	X	Xray	ecksray
25	Y	Yankee	Yankey
26	Z	Zulu	Zooloo

As you see above there are some numbers. Reading these numbers also has its own rule. The table is given below shows numbers, their written forms and their pronunciation.

0	Zero	Zeero
1	One	Wun
2	Two	Too
3	Three	Tree
4	Four	Fower
5	Five	Fife
6	Six	Six
7	Seven	Seven
8	Eight	Ait
9	Nine	Niner

Now, the unknown words in the conversation have become understandable, but there are some structures that are not used in natural language. They are followings:

1. Controller should always use imperative form when he or she gives an order. For illustration, instead of “**we would like to turn right**” they use “**turnright**”, instead of “**you should climb**” they use “**climb**”, instead of “**couldyou report**” they say “**report**” and so on.

2. Interrogative and negative forms are not used in air-ground communication.

3. They do not use determiners. For example, they say “**request right turn**” not “**request a right turn**”

4. Pronouns are not used in thisconversations. For illumination, they say “**request right turn**” not “**I request a right turn**”

5. Prepositions also are not used. For example, they say “**departure runway 34**” rather than “**depature from runway**”, they say “**climb 4000 feet**” rather than “**climb to 4000 feet**”.



6. Auxiliaries be and have are not used. For example, **“Right turn approved”** rather than **“Right turn is approved”**, **“cleared for take-off”** rather than **“you are cleared for take-off”**, **“turning right”** rather than **“we are turning right”** and so on.

7. In air - ground communication highly specialized, univocal and finite lexicon are used. There are less than 1000 different words are included in this group. **QNH, VFR, touch-and-go** are considered as members of this group.

8. Letters and numbers are read written according to given tables. For illustration, **“juliett mike papa”** not **“JMP. 3”** is pronounced as **“tree”** not **“three”**. **0** is **not read**.

So, we can analyze a dialogue like this:

**1. P:** JMP I request a right turn when there is airborne

**ATC:** JMP right turn is approved, you are cleared for take-off

**P:** runway 8 is cleared for take-off JMP.

Now, the meaning of the conversation is understandable for anyone who does not work in airports. All conversations that are used in air-ground communication can be analyzed according to given tables and rules above. English as an international language creates relationships among people from other points of view. English for Specific Purposes functions in this field. Phraseological units that are used in this sphere are considered apart of plain language. Above analyzed language units clarify specific features of air-traffic communication.

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*Темирова Ш. Лингвистический анализ английской фразеологии и воздушно-наземной связи. В этой статье основное внимание уделяется взаимосвязи между языком для определенных целей, с одной стороны, и фразеологией, с другой. Тем не менее, трудно дать все фразы для каждого региона. Поэтому в этой статье мы пытаемся дать и объяснить группу фраз, относящихся к воздушно-наземному общению. Прежде всего, мы должны определить объект статьи. Объект является языком, который используется диспетчерами и международными пилотами. Целью данной статьи является описание использования английской фразеологии и простого языка в общении диспетчер-пилот.*

**Temirova Sh. Ingliz tili frazeologiyasining lingvistic tahlili va havo yo`llaridagi muloqot.** Ushbu maqola praseologiya va kasbga yo`naltirilgan til o`rtasidagi aloqaga bag`ishlanadi. Jamiyatda sohalar ko`p. har bir sohaga tegishli bo`lgan iboralarni bir vaqtning o`zida keltirish mushkul. Shu sabab bu maqolada muallif havo yo`llarida foydalaniladigan iboralarni beradi va ularni tushuntiradi. Ishning obykti boshqaruvchi va uchuvchilar o`rtasidagi muloqottilidir. Ishning maqsadi boshqaruvchi uchuvchi o`rtasidagi muloqotdagi ingliz tiliga oid bo`lgan iboralarning ishlatilishini ko`rsatib berish va ularni tahlil qilish.