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**КУРСОВА РОБОТА**

**З ПЕРЕКЛАДУ**

**Лексико-семантичні особливості перекладу синонімічної лексики в авіаційній терміносистемі**

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## ЗАВДАННЯ на курсову роботу з перекладу з англійської мови для студентів IV курсу

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Тема роботи \_\_\_\_\_

Науковий керівник \_\_\_\_\_  
Дата видачі завдання \_\_\_\_\_ листопад 2023 року

### Графік виконання курсової роботи з перекладу

№ п/п	Найменування частин та план курсової роботи	Терміни звіту про виконання	Відмітка про виконання
1.	Аналіз наукових першоджерел і написання <b>теоретичної частини</b> курсової роботи ( <b>розділ 1</b> )	1–5 листопада 2023 р.	
2.	Аналіз дискурсу, який досліджується, на матеріалі фрагмента тексту; проведення перекладацького аналізу матеріалу дослідження і написання <b>практичної частини</b> курсової роботи ( <b>розділ 2</b> )	7–11 лютого 2024 р.	
3.	Написання <b>вступу і висновків</b> дослідження, оформлення курсової роботи і подача завершеної курсової роботи науковому керівнику для попереднього перегляду	28–31 березня 2024 р	
4.	<b>Оцінювання</b> курсових робіт <b>науковими керівниками</b> , підготовка студентами презентацій до захисту курсової роботи	25–30 квітня 2024 р.	
5.	<b>Захист</b> курсової роботи (за розкладом деканату)	2-13 травня 2024 р.	

Науковий керівник \_\_\_\_\_ (підпис)  
Студент \_\_\_\_\_ (підпис)

**РЕЦЕНЗІЯ НА КУРСОВУ РОБОТУ  
З ПЕРЕКЛАДУ З АНГЛІЙСЬКОЇ МОВИ**

студента(ки) \_\_\_\_\_ курсу групи \_\_\_\_\_ факультету \_\_\_\_\_ германської філології і перекладу КНЛУ спеціальності **035 Філологія**, спеціалізації **035.041 Германські мови та літератури (переклад включно)**, перша – англійська, освітня програма **Англійська мова і друга іноземна мова: усний і письмовий переклад у бізнес-комунікації**

(ПІБ студента)

за темою \_\_\_\_\_

	<b>Критерії</b>	<b>Оцінка в балах</b>
1.	Наявність основних компонентів структури роботи — <b>загалом 5 балів</b> (усі компоненти присутні – <b>5</b> , один або декілька компонентів відсутні – <b>0</b> )	
2.	Відповідність оформлення роботи, посилань і списку використаних джерел нормативним вимогам до курсової роботи — <b>загалом 10 балів</b> (повна відповідність – <b>10</b> , незначні помилки в оформленні – <b>8</b> , значні помилки в оформленні – <b>4</b> , оформлення переважно невірне – <b>0</b> )	
3.	Відповідність побудови вступу нормативним вимогам — <b>загалом 10 балів</b> (повна відповідність – <b>10</b> , відповідність неповна – <b>8</b> , відповідність часткова – <b>4</b> , не відповідає вимогам – <b>0</b> )	
4.	Відповідність огляду наукової літератури нормативним вимогам — <b>загалом 15 балів</b> (повна відповідність – <b>15</b> , відповідність неповна – <b>10</b> , відповідність часткова – <b>5</b> , не відповідає вимогам – <b>0</b> )	
5.	Відповідність практичної частини дослідження нормативним вимогам — <b>загалом 20 балів</b> (повна відповідність – <b>20</b> , відповідність неповна – <b>15</b> , відповідність часткова – <b>10</b> , не відповідає вимогам – <b>0</b> )	
6.	Відповідність висновків результатам теоретичної та практичної складових дослідження — <b>загалом 10 балів</b> (повна відповідність – <b>10</b> , відповідність неповна – <b>8</b> , відповідність часткова – <b>4</b> , не відповідає вимогам – <b>0</b> )	

Усього набрано балів: \_\_\_\_\_

**Оцінка:**

«До захисту» \_\_\_\_\_

(42-70 балів)

\_\_\_\_\_ (підпис керівника)

«На доопрацювання» \_\_\_\_\_

(0-41 балів)

\_\_\_\_\_ (підпис керівника)

” \_\_\_\_\_ ”  
\_\_\_\_\_ 2024 р.

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## CHAPTER 1

### *Phenomena of lexical and semantic features of translation of synonymous vocabulary and aviation discourse challenges of the times*

#### **Introduction:**

##### *1.1 lexical and semantic characteristics of the translation of synonymous vocabulary*

Lexical and semantic qualities assume a urgent part in the interpretation of equivalent jargon, especially inside specific spaces like flying wording. Understanding these qualities is fundamental for guaranteeing precise and successful interpretation. Here are a few central issues to consider: Lexical Qualities: Fluctuation: Equivalent jargon in flying frequently shows changeability concerning phrasing utilization. When referring to the same idea or object, different sources or contexts may use different terms interchangeably. Accuracy: Flight phrasing requires exact and unambiguous terms to precisely pass on data. Interpreters should pick comparable terms that catch the expected importance with a similar degree of particularity as the source language. Register: The decision of equivalent jargon might shift in light of the register or level of convention required. Interpretations for specialized archives might utilize more formal or specialized terms, while interpretations for general correspondence might utilize easier language. Semantic Qualities: Accurate Comparability: Accomplishing careful equality in significance between equivalent terms can challenge. Interpreters should consider the subtleties and meanings related with each term to guarantee semantic exactness. Setting Awareness: The importance of equivalent terms can differ contingent upon the setting in which they are utilized. Interpreters should examine the setting of the source text to decide the most proper interpretation in the objective language. Cultural Factors: Cultural factors may cause semantic differences. In order to ensure that the intended meaning is accurately conveyed, translators must be aware of cultural nuances and adapt their translations accordingly. Interpretation Methodologies: Transliteration: When the target language does not have exact equivalents, technical terms may need to be transliterated in some instances. This procedure keeps up with consistency and

clearness, particularly for universally perceived terms. Explanation or Expansion: When the target language does not have a direct equivalent, translators may provide explanations or expand on the meaning of the term to ensure that the intended audience understands it. Consistency: Keeping up with consistency in the interpretation of equivalent jargon is fundamental for lucidity and cognizance. Consistent translation conventions should be established by translators and followed throughout the text. All in all, the interpretation of equivalent jargon in flying requires cautious regard for both lexical and semantic attributes. Interpreters should take a stab at accuracy, think about the semantic subtleties of each term, and utilize suitable interpretation procedures to guarantee precise and successful correspondence in the objective language.

#### *Types of synonymous vocabulary in aviation terms*

The semantic commonality (identity or closeness of meanings) of synonymous terms is revealed by component analysis of their structures, which are fixed in the definition [10]. The variant of the terminology studied by us in special texts is represented by the morphological (word-forming), lexical-semantic and syntactic type of variant.

The presence of synonymous relationships in aviation terminology of the English language reveals synonyms, doublets and various types of variant terms.

1) Morphological (word-forming) type: *to do flight / to do flying - to take flight (departure); to conduct test / to conduct testing – to conduct tests; to load / to onload (fuel) – load (fuel); to fit / to outfit - equip (equip); to unload / to off load – unload; to counter / to counteract (enemy attacks) - to counteract; to set a life limitation for aircraft / to set a life limitations on aircraft – to set resource limitations (lifetime); to level / to level off – to level the plane; to conduct preflight checks / to conduct preflight checkout – perform a preflight check; to breathe air / to airbreathe – to consume air (by an engine)* [9]. Morphological options are determined by the presence or absence of suffix-prefix elements, endings, elements of complex words.

2) The lexical-semantic variants represent synonyms and doublets: *to postpone launch / to slip launch / to suspend launch / to scrub launch / to delay launch –*

*postpone / transfer / cancel launch; to put into orbit / to fire into orbit / to propel into orbit / to boost into orbit - launch into orbit; to airlift / to flight-ferry / to fly in – transport by air; to accumulate ... hours, to fly ... hours, to clock up flying hours, to generate ... hours - fly by hours [16].*

3) Syntactic options include the replacement of a simple term with a terminological phrase, the replacement of one or two components of a phrase, the use of a phrase of a different structural organization: *to test – to test – to go through testing; to be in testing; remove gas – to throttle – to close throttles; to pull the throttles to idle; to bring the throttles to idle; to turn - to turn; to make a turn; to roll into ... turn; to pull aircraft position into turn [19].*

In English aviation terminology, synonymous terms can be presented in accordance with the structural organization of terminological units. Thus, the following groups of synonymous relations can be distinguished in the term system under study:

1) Terms are syntactic synonyms. This group includes syntactic constructions that are related in structure and coincide in meaning:

*and. word - phrase: pushover - climbing level overlap [3];*

*b. word combination - word combination: cruise climb - climb to cruise [3];*

*in. the full form of the term is the abbreviated form of the term: engine starting – starting; engine hot starting – hot start; automatic approach - autoapproach; aerodrome approach – approach; taxiing operation – taxiing; taxiing to take off position – takeoff taxiing [13].*

2) Terms with different root synonyms: *sending – relay; to jam - to blanket; to restart – to reignite; engine wet starting – engine false starting; take off – lift off.*

3) Synonyms with the same root, but with a different morpheme structure: *climbaway – outclimb; ascent – ascending [16].*

*Lexical-semantic differences and similarities of synonyms in the context of  
aviation terms*

In the studied terminological system, synonymy relations are quite well



developed: 160 terms have synonyms (331 synonyms), i.e. approximately 2.07 synonyms per term, the length of the synonymy row is variable and amounts to 2–5 synonyms per term.

During the systematization of the selected material, 56 absolute synonyms, i.e., synonyms with an identical meaning, were identified. Synonymy, in turn, were divided into graphic options; phonetic variants; derivative options; syntactic variants; morphological and syntactic variants; composite options.

The graphic variants include the following terms: *aviation kerosene* – *aviation kerosene* – керосин; *brake disk* – *brake disc* – зламаний диск; *emplane* – *enplane* – *gets on, gets on the plane*; *airplane* - *airplane* - літак.

Such options, differing in their graphic form, retain their special meaning. The abundance of graphic variants can be explained by the historically developed coexistence of an outdated and modern word or regional varieties of the English language.

Phonetic variants include: *petrol* – [petrɪ] – ['petrəl] – *gasoline*; *aviation* – [eiviei fən] - [eiviei fn] - *aviation*.

The presence of phonetic variants is connected with the existence of different pronunciation traditions and territorial variants of the English language.[20]

Derivative options include:

*flight* – *fly* – *flying* – *flight*; *cover* – *covering* - *cladding*; *descending* - *descent* - *descend* - *descends* (about an airplane); *deplane* - *deplaning* - *to disembark from an airplane, disembarking passengers*.

The emergence of derivational variants can be explained by the following reasons: 1) simplification of the morpheme structure of the lexeme due to the loss of several morphemes; 2) the presence of synonymous affixes (prefixes and suffixes); 3) synonymy of grammatical forms.

The following synonyms can serve as an example of syntactic variants: *plane piloting* – *piloting of plane* – *piloting*; *sweptforward wing* – *forward-swept wing* – *wing with reverse sweep*. [14]

One of the varieties of morphological synonyms can be considered

morphosyntactic variants. These are cases of variation of terminological units, in which one of the units is a terminological phrase or a complex polycomponent term, and the other is a short version obtained by syntactic and morphological transformations that do not entail changes in meaning. Most often, there is an elliptical variation of the term with the dropping of one or, less often, several elements that are redundant in terms of meaning: *air traffic (control) clearance – air traffic clearance – dispatcher's permission (to fly)*; *eddy motion – eddy – eddy, turbulent motion*; *jet fuel – jet aircraft fuel – fuel for jet engines*; *all-cargo aircraft – cargo aircraft – cargo aircraft*.

Another type of syntactic synonyms are composite terms, i.e. forms formed by combining the bases or parts of a multicomponent term, including abbreviated forms: *aviation gasoline – avgas – aviation kerosene*; *locking nut – locknut – lock nut – counter nut*.

The appearance of such options is caused by the desire of terminologists to the semantic capacity of the term, as well as to save time, which is spent on pronouncing this unit.

In addition to absolute synonyms in the analyzed material, the following subtypes of synonyms, which S.V. Hrincev. conditional, these are terms with a non-identical but similar meaning, which allows them to be used as equivalent under certain conditions. It should be noted that the number of conditional terms is much greater than absolute terms. There are 94 conditional variants for 160 terms, among which quasi-synonyms, textual synonyms (variants), and situational variants were also highlighted.[9]

Such a volume of conditional synonyms relative to absolute ones confirms the point of view of many terminologists that the absolute synonymy of scientific terms is temporary in nature, which manifests itself at the stages of the emergence, formation, and development of new terms as a result of the formation of scientific and technical thought. Therefore, absolutely synonymous terms rarely remain in the language for a long time, while conditional variants, being the most productive in terms of education, have significant chances to gain a foothold in one or another sub-

language of science.

The following examples can be attributed to quasi-synonyms: *undercarriage – landing gear – chassis; empennage – tailplane – tail unit – tail stabilizer; tail feathers; flight clearance – clearance of an aircraft – departure clearance – permission to depart; play – looseness – backlash.*

Examples of textual synonyms (used to replace a more voluminous term in conditions that exclude an error in understanding) include: *dive - swoop down - dive; fuselage – hull - fuselage.*

The appearance of textual synonyms is connected with the desire of specialists who use this terminology to simplify the communication process.

Situational synonyms include: *instrument flight – blind flight – nonusual flight, head-down flight; level flight – horizontal flight*

The above illustrations of synonymous parallels of English terms of the aviation industry and flight business terminologies allow us to draw some conclusions:

1. Taking into account the differences in the synonymy of common language and special vocabulary, relying on the classification of the terminologist S.V. Hrinev [3], synonyms of the above term systems were divided into absolute and conditional. Absolute synonyms, in turn, were divided into graphic, phonetic, syntactic, derivational, morphological-syntactic and composite variants; and conditional ones - to quasi-synonyms, textual and situational synonyms.

2. Having analyzed 150 terms of the aviation industry and flight industry, we found that the most numerous in the studied term "aviation" are conditional synonyms: 94 lexemes, of which the most numerous are situational synonyms (45 synonyms); text synonyms made up 26 lexemes and quasi-synonyms – 23 lexemes.

The number of absolute synonyms in the studied terminology is also quite large: 56 lexemes from the total number of terms; the most common morphological and syntactic variation (24 synonyms); phonetic variants include 8 units; to syntactic - 11 units; 13 lexical units belong to word-formation variants.[6]

3. The intensity of the manifestation of this Nononymy in English terminology,

in our opinion, is caused by the following reasons:

- a) the wide use of terms in adjacent areas of the oil-extracting and oil-refining industry, which is due to the rapid and intensive development of these areas;
- b) semantic insufficiency of the existing stock of terms for more accurate nomination of new concepts;
- c) the influence of word-formation and syntactic processes objectively occurring in the language;
- d) wide use of regional varieties of the English language.

*1.2. peculiarities of translation analysis of the phenomenon (as studied in  
ukraine and abroad)*

The interpretation of equivalent jargon in the flight term framework presents novel difficulties and intricacies, which have been dependent upon examination both in Ukraine and abroad. Here are the idiosyncrasies of interpretation examination of this peculiarity: **Specific Phrasing Examination:** Scientists in both Ukraine and abroad lead nitty gritty examinations of particular aeronautics wording to grasp the lexical and semantic subtleties of equivalent jargon. This entails examining the usage of aviation-related terms and locating potential synonyms and terminological variations. **Corpus-Based Research:** Interpretation examination of equivalent jargon in aeronautics frequently includes corpus-based examinations, where huge assortments of avionics texts and their interpretations are broke down. These studies shed light on patterns of translation, the frequency with which terms are used, and variations in translation strategies between contexts and languages. **Equivalence in Translation:** One focal point of interpretation examination is on recognizing and assessing interpretation comparability in equivalent jargon. Specialists look at how interpreters accomplish identicalness in significance among source and target language terms, taking into account factors like accuracy, setting, and register. **Social and Semantic Transformation:** Examination of equivalent jargon interpretation in avionics likewise thinks about social and semantic variation. Interpreters should explore social contrasts and phonetic subtleties to guarantee that deciphered terms are

proper and precisely convey the expected importance in the objective language and social setting. Quality Appraisal: Interpretation examination remembers the evaluation of interpretation quality for terms of lexical and semantic exactness.

Specialists assess the adequacy of interpretations in conveying the expected importance of equivalent flight terms, evaluating elements like consistency, lucidity, and adherence to industry principles. Near Investigations: Synonymous vocabulary translations from various languages and versions are the focus of comparative studies. The translation strategies and outcomes of various translation teams and translators of synonymous aviation terms are examined by researchers to highlight variations. Perspectives on Professional Practice: Interpretation examination illuminates proficient practice by giving bits of knowledge into powerful interpretation systems and best practices for dealing with equivalent jargon in flight interpretation. The results of translation analysis can teach translators and other professionals how to improve their translation abilities and guarantee high-quality translations. interpretation examination of equivalent jargon in the aeronautics term framework includes analyzing lexical and semantic elements, surveying interpretation comparability, taking into account social and etymological variation, directing near examinations, and illuminating proficient practice. Specialists in Ukraine and abroad add to this field by directing thorough examinations that develop how we might interpret interpretation cycles and results in the aeronautics space.

### *1.3 aviation discourse*

Terms make up the main load in the scientific and technical text. In ordinary speech, as well as in scientific and technical texts, words are usually polysemous, that is, they convey a whole range of meanings.

Let's take, for example, the sum of the meanings of the word jet, which are concentrated around the single concept "*jet plane*": *jet release, spray, jet of gas, jet, jet engine, rat, jet plane, nozzle*. At the same time, the word jet also has a number of figurative meanings that retain a distant connection with the main concept: a violation of the body's regime after arrival. But the main requirement of scientific and technical terminology is unambiguity.

The largest group consists of terms borrowed from foreign languages or artificially created by scientists on the basis of Latin and Greek languages, in accordance with the development of science and technology. So, for example, in 1830, the name of the new inert substance paraffin appeared from the Latin *parum affinis*, that is, little interacting (with other substances).

One word is used in different special meanings depending on the field of science; *the word pocket - кишеня has the following special meanings: air pit (aviation), environment (military), dead zone (radio), deposit nest (geology), cable duct (electrical engineering).* [9].

Structurally, all terms can be classified into simple ones: oxygen, resistance, velocity; and complex or word-forming: *gas + meter = gasometer, turbine + generator = turbogenerator.*

Aviation, as a technical field, simply cannot do without abbreviations: *e.m.f. (electromotive force) - electromotive force.* A part of the word combination can also be abbreviated: *D.C. amplifier (direct current amplifier) – a direct current amplifier.* Constituent abbreviations that have turned into independent words: *loran (long range navigation) - Loran long-range radio navigation system, radar (radio detection and ranging) - radar location.* Alphabetic terms in which the main role is played by a specific letter due to the graphic shape of the object: *T-antenna = T-shaped antenna, V-belt = V-belt.*

When translating terms, you may encounter the following points:

a) part of the terms of an international nature is transliterated: *antenna – antenna, composite – composite;*

b) some terms have direct correspondences in the Ukrainian language and are rendered by the following equivalents: *hydrogen – гідроген, tailplane – хвостова частина літака;*

c) it is known that most of the terms are calculated: *single-needle instrument - single-needle device;*

d) it often happens that the dictionary does not give a direct correspondence to the English term. In this case, the translator turns to a descriptive translation that

accurately conveys the meaning of the foreign word in this context: *trailing edge* – *rear edge of a wing*, *carbon-fibre-reinforced plastic* – *plastic reinforced with fiberglass*.

When translating terms, you should avoid using foreign words. For example, when translating the words industry, agriculture, impedance - industry instead of industry, agriculture instead of agriculture, resistance instead of impedance.

There are cases when the English term has several Ukrainian equivalents. For example: switch - a switch, a switch, a switch. In this case, the translator should rely on the context or consult with a specialist [11].

Aviation abbreviations are translated as follows:

A) The English abbreviation is transferred using the Ukrainian equivalent: *CAD (Computer-Aided Design)* - *SAPR (Automated Design System)*; *RCS (Radar Cross Section)* - *EPR (Effective scattering area of an air target)*.

B) Transmission of the English abbreviation by the method of transliteration, for example: *ARTRAC (Advanced Real-Time Range Control)* is a promising "Artrak" control system with automatic conversion in real time of radio signals received.

C) The brands of aircraft (B737-200, ATR-42, DC-8-54), aircraft engines (RTM322, TRE331-14, JT15D-4), pilotage and navigation equipment (AN/ AC182, LRN500, ASR360).

D) Transmission of the English abbreviation by the transcription method, for example: *EAGLE (Elevation Angle Guidance Landing Equipment)* - *gliding landing radio beacon "Eagle" with position angle control*.

E) Transfer of English abbreviation by descriptive method. The descriptive translation should fully reveal the technical essence of the abbreviation, for example: *WIDE (Wide-angle Infinity Display Equipment)* - *a wide-angle system for providing visual information about the air situation, intended for ground simulators*.

Thus, in order to correctly understand the scientific and technical text, you need to have a good knowledge of aircraft construction and related English terminology. In order to correctly convey the content of the text in the Ukrainian language, you need to know the relevant Ukrainian aviation terminology and have a

good command of the Ukrainian literary language.

Over the past decades, samples the lemma of synonymy in terminology was studied by many linguists [1], who in their works found out the reasons for the emergence of terminological synonymy, considered the concepts of "synonymy", "doubletness", "variation", etc.

Most of the discussions arise regarding the issue of the existence of synonymy in terminological systems. Synonymy in terminology is traditionally considered a negative phenomenon, which is associated with one of the most important features of the term, which implies the absence of synonymous counterparts. Some scientists support opinions about the presence of synonymous terms, others believe that the terminology is characterized only by absolute (doublet) synonymy [7].

Synonymy in terminology is an undesirable but inevitable phenomenon. This is explained by the fact that terminology is a component of the vocabulary, its subsystem and develops according to the same laws as the vocabulary of the language. V. M. Leichyk considers that, firstly, "synonyms can denote both the same concept and several close concepts that partially overlap or overlap, secondly, even if synonyms denote the same concept, their semantic structure can to be completely different. We deal with doublets only in the case when all the components of the meanings of the synonyms match without exception". Almost all domestic and foreign linguists recognize the naturalness and inevitability of synonymous relations between terms as a manifestation of general language processes, but some problems remain debatable: clarifying the boundaries of terminological synonymy, defining the criteria of synonymy in terminology, the role of synonymous terms, peculiarities of fixing synonymous terms in dictionaries.

Synonymy and variation in the aviation terminology of the English language In terminology, the manifestation of the phenomenon of synonymy is explained by the specificity of the term as a linguistic sign, in the general literary language, each word of the synonymous series in a certain context will have only one meaning, where the use of a synonym can be fully justified, the term, in turn, has only one meaning, regardless of the context, this is why synonymous terms for one concept are



considered an undesirable phenomenon: "In the general literary language, synonyms are considered one of the most important system-forming categories. In terminological systems, their role is much smaller, because they mainly implement only a kind of synonymy full and partial" [7].

So, the main features that distinguish the phenomenon of synonymy of general literary language and terminology are the absence of emotional expressive coloring of terms, stylistic division within the boundaries of scientific style (popular science and academic), differentiation by spheres of use depending on the degree of education. In industry terminologies, there is a constant conflict between two regularities. First, the scientific style requires the maximum accuracy of definitions and formulations, seeks to get rid of synonymy, which complicates the perception of scientific information, and can be the cause of incorrect perception of a scientific text. Secondly, synonymy is a natural manifestation of the development of language, when in the process of continuous development of science and technology, the number of terms used to designate already known objects and phenomena is constantly increasing, which affects the development of synonymous series. A large number of synonyms mark those branches of terminological vocabulary that were formed during a long historical period and had a close connection with production.

For many term systems, the reasons for the emergence of synonymy are common, which are determined by both linguistic and non-linguistic factors: the constant development of science, which is accompanied by the appearance of new concepts and the desire to give each concept the most accurate name; non-uniformity of terminology; the presence of outdated names that function in parallel with new ones; the revival of successful terms that for certain reasons were not used in a certain period; nomination of the same concept by different scientific schools or teachings; simultaneous use of proper and borrowed terms; parallel use of terms and professionalism; the existence of a full and short version of the term. A. P. Koval is convinced that "in the scientific language, the saturation of synonyms is explained by the fact that the vast majority of terms are relatively recent formations.[7]

The appearance of a new concept usually causes the appearance of several

terms at once, created in different places by different people... Over time, the content and scope of the new concept is clarified, it becomes possible to separate the most characteristic features of the concept and create or choose from the existing ones a term that meets the set requirements. The rest of the synonyms for this concept are gradually falling out of use. Thus, the presence of synonymous terms in the scientific style of language is, although undesirable, an inevitable consequence of the rapid development of science and technology" [2]. The degree of perfection of a certain terminological system is influenced by many factors, including the state of a certain branch of science, which is represented by this or that terminology, the degree of formation of the semantic core of the specialized language, as well as the presence of a clear structure of it and manifestations of systematicity within it. The variation of terms demonstrates the incompleteness of the updating a certain terminology creates obstacles for the understanding of scientific texts, in translation skills, and in the linguistic interpretation of the term as a representative of scientific accuracy.

The study, which was conducted on the basis of the material of a sample of terms in the aviation field, compiled through a continuous review of special literature and dictionaries, shows that synonymous and variant aviation terms are actively functioning at different stages of the development of the studied terminology. The synonymy of the term vocabulary generally reproduces the trends of the same phenomenon in the commonly used vocabulary, but it also has its own peculiarities. Synonymous relations, both in scientific and technical terminology in general and in aviation, are relations of meanings expressed by different terms that convey the essential features of the same concept and have a semantic invariant.

G.O. Vinokur's statement is well-known, according to which "the correct name becomes a condition for correct thinking." Therefore, it is necessary to select a term that reflects the most essential feature of the named concept [8].

During the formation of the terminological system, many phenomena are nominated according to a random feature. In the process of scientific understanding of the phenomenon, by identifying its most significant features, a term will be created that most adequately reflects the phenomenon and its place in the system of scientific

concepts. Following O. V. Superanskaya, we believe that "synonymy is widely developed because it is difficult to immediately give an appropriate name. Each researcher looks at things "with his own eyes" and sometimes observes only what is obvious to him" [17].

Thus, the concept of "take off" in the researched material corresponds to 18 English verb terms (without taking into account their lexical variants, doublets and substitutions) – to take off, to lift off, to fly off, to ease off, to start off, to water off, to go off autopilot, to break ground, to be airborne, to go aloft, to leave the runway, to vault, to take the air, to operate off the base, to depart the runway, to blast over, to spring into the air , to reach take off position.

Different associative ways connecting the linguistic word form with the chosen scientific concept in the process of terminological nomination contribute to the limitation of the meaning (to water off – to take off from the water surface; to go off autopilot – to take off in autopilot mode) and its expansion (to be airborne – to break away from the ground (from airborne - aerial, which is in the air). The choice of the appropriate unit for the nomination of the term-concept is dictated by the specificity of the topic of the professional texts in which they function, their clear motivation and associativeness that facilitates perception, the features of the object or process and the need to most adequately reflect its various features in a specific situation. Measures that are used to organize individual sciences and fields involve the elimination of synonymy.

Synonymy has long and very well taken root in industry terminology systems, it is difficult to fight it, which proves the fact of the existence of synonyms even in standardized terminology systems, but not all researchers view this phenomenon categorically negatively. Thus, Z. I. Komarova notes in his writings: "... in our time, when the understanding of the overspecificity of terms and term systems has been overcome, numerous and diverse means of linguistic systematization of terms have been discovered, which are determined by semantic, word-forming, morphological, morphological-syntactic connections of terms. [20]

Therefore, the main semasiological characteristics of the term (monosemy, lack

of synonymy, doubletness, homonymy, etc.) exist only as a leading tendency and are never fully realized". T. I. Panko, I. M. Kochan, G. P. Matsyuk believe that some synonymous terms (first of all, doublet pairs) have entered into specific terminological systems to such an extent that to talk about the orderliness of the latter by eliminating one of the synonymous terms means to ignore the laws of language development [11; 8]. Due to the inevitability of the emergence of synonyms in scientific language, there is an opinion that it is not necessary to carry out a strict standardization of terminology that formalizes the scientific thinking of the speaker. It is believed that only that field of science that is outdated, does not develop and is not replenished is able to avoid synonyms.

## CHAPTER 2

### *translation transformation peculiarities of translation specifics of translation of aviation vocabulary aviation terminology*

#### **Problems of translating synonymous vocabulary in aviation texts:**

##### *2.1 Peculiarities of translation of synonymous vocabulary at the word and sentence level*

The translation of synonymous vocabulary at the level of words and sentences in aviation terms requires special attention and accuracy due to the high degree of technical and linguistic specificity of this field. Here are some features to consider:

1) In aviation technical terminology, many terms are unique and have a precise definition. When translating, it is important to maintain this precision, ensuring the correct understanding of the term in context.

2) A single word or expression may have several synonyms, but in an aviation context may have only one correct meaning. Therefore, it is important to carefully study the context and choose the synonym that most accurately conveys the meaning.

3) In many cases, it is important to take into account technical requirements, features of structures and processes for accurate translation of terms.

4) In many cases it is important to adhere to international standards in the use and translation of aviation terms, such as those defined by the International Civil Aviation Organization (ICAO).

5) When translating aviation terms, it is important to be consistent, that is, to use the same or synonymous terms for the same concepts and processes.

6) Terms and expressions in aviation technical terminology may have different translations depending on the language into which they are translated. Therefore, it is important to have in-depth knowledge of both the source language and the target language.[5]

When translating sentences, especially in technical texts, it is important to preserve the logical structure and content of the original, taking into account the specifics of the aviation context. It is also important to ensure that the translation meets the norms and standards of the target language, ensuring that the information is

understandable and accurate for readers.

The influence of context on the choice of synonyms in the translation of aviation texts can be significant because of the specific terminology and technical details they contain.

Aviation texts use technical terms that have a clear and precise meaning. When translating, it is necessary to take into account how the synonym reflects the technical meaning of the term in the context. When choosing a synonym, it is important to consider not only the individual word, but also its place in the sentence and its relationship with other words. Some synonyms may better fit a particular context, reinforcing the meaning of the sentence.

Depending on the language and culture, there are different variants of expressions that can be used to convey the same concept. The translator must take these differences into account in order to choose an appropriate synonym. If the text is intended for a specific audience, such as aviation professionals, the translator can choose terms and expressions that best match that audience's level of expertise.

The format of the text (eg, whether it is a white paper, scientific article, manual, etc.) can also influence the choice of synonyms. For example, a research paper may have more terms to reproduce accurately than less formal texts.

Taking these factors into account helps ensure the accuracy and adaptability of the translation of aviation texts to the language and context in which they are used.

## *2.2 Difficulties in translating synonymous differences in the speech communication of aviation specialists*

The vocabulary of the language continues to expand constantly due to the emergence of new concepts, which is explained by progress in the field of technology and science, scientific and technical terms are the most mobile layer of the vocabulary. This suggests its own difficulties for the translator when working with aviation discourse texts.

In some cases, it is necessary to independently create equivalent technical terms in the translation language, since this or that object of science and technology does not have time to take root in the dictionary, but the need for its interpretation

does not disappear.

In addition, one of the main difficulties in translating technical terms is polysemy. Polysemy means the presence of several meanings of the same word, which are manifested on the basis of its original meaning.

Aviation terminology is characterized by a certain degree of polysemy, which must also be taken into account when translating. Similar terms are derived both from the internal ability of the language and from acquired words. In the aviation discourse, there are terms that express two meanings ("*air carrier*" - *aircraft carrier, airline*; "*cycling*" - *circular cycle, full circle*), terms that express four or more meanings ("*hood*" - *cap, engine hood, cover, the top of the crew*; "*bar*" - *mold, film, arrow, barometer, bar of acoustic pressure*), and you can also find multitasking terms ("*to load up*" - *load, refuel, spoil*; "*to soar*" - *soar, plan, high fly, rise rapidly*, "*tail unit*" - *the tail of the aircraft, the tail block*). In addition, the so-called "through" polysemantics are distinguished in the aviation discourse: the term "plane" can denote both the aircraft itself and the wing of the aircraft. How Avilo, for a qualified translator, the phenomenon of polysemy does not cause difficulties during translation, since translation competence implies special sensitivity when choosing one or another equivalent, taking into account the context.[19]

Translation with selection of the equivalent: *emergency phase - tracing paper; estimated time of arrival - расчетное время времени - tracing paper, load factor - перегрузка - Equivalent.*

The following methods of transferring the term from the original language to the translated language are also distinguished: tracing, transcription and transliteration, descriptive translation.

Kalking is a technique in translation used to transfer lexical signs from one language to another. The method of replacing various morphemes or words (in a word combination and sentence) with their lexical equivalents in the translating language is used. The calking method is a literal translation of certain elements of a word or phrase. If the structure of the translated terminological unit has a coincidence in both languages, then this method of translation is called "semantic calking".

Based on the above, the tracing method can be used by the translator, only if the structure of the phrase in the original and translated is either similar or completely coincides: *nose cone - tracing; propeller aircraft - screw-type aircraft - tracing.*

The next translation method we consider is transcription and transliteration. During transcription, the sound form of a foreign word is reproduced, and during transliteration, its graphic form (letter composition)" [9].

We took several terms from the dictionary of international civil aviation in order to show examples of how transliteration and transcription methods work. When translating the term "damping", such a translation transformation as transcription/transliteration was used.

Using exactly this scheme, the translator will achieve the preservation of its meaning precisely in the field of "aviation", since the term "damping" is inter-industry. However, it is necessary to stay within the framework of aviation and translate it into the meaning - "a device for extinguishing or stopping oscillations in flying devices."



### 2.3 Analysis of selected cases of translation of synonymous vocabulary in aviation texts

Preparing future aviators for professional speech and language activities is impossible without a clear understanding of what an aviation sublanguage is, what are the peculiarities of English and Ukrainian aviation terminology systems, and what are the regularities of translation of aviation terms. The professional speech of aviation specialists is realized by means of the aviation sublanguage. From a lexical point of view, the aviation sublanguage, like any other type of scientific and technical discourse, covers the vocabulary of a stylistically neutral literary language, general scientific and technical terminology, and its specific features are aviation terminology, radiotelephone phraseology and professional argot [6].

When translating English aviation terms into Ukrainian, the following points should be taken into account:

1. Some of the terms that are international in nature are reproduced in Ukrainian by transcription: *antenna* – *антена*; *composite* – *композит*; *briefing* – *брифінг*; *compensator* – *компенсатор*; *(ace - (льотчик-)ас*; *relay* – *реле*; *adiabatic* – *адиабатичний*; *balancing* – *балансування*; *aerocamera* – *аерокамера*; *aeromagnetometer* – *аеромагнітометр*; *aeromechanics* – *аеромеханіка*; *aerometeorograph* – *аерометеорограф*; *aerometer* – *аерометр*; *aeroneurosis* – *аероневроз*; *aeropathy* – *аеропатія*; *aerophobia* – *аерофоб*, *aeroradiometrics* – *аерорадіометрія*; *aerostat* – *аеростат*; *aerotechnics* – *авіатехніка*; *aerothermodynamics* – *аеротермодинаміка*; *aeroturbine* – *аеротурбіна*; *airbus* – *аеробус*; *airdrome* – *аеродром*; *airport* – *аеропорт*; *air taxi* – *аеротаксі*; *algorithm* – *алгоритм*; *altigraph* – *альтиграф*; *altimeter* – *альтиметр*; *altimeter laser* – *лазерний альтиметр*; *ampere* – *ампер*; *amplitude* – *амплітуда*; *anemometer*; *astroelectronics* – *астроелектроніка*; *atmosphere* – *атмосфера*; *autogiro* – *автожир*; *automatic* – *автоматичний*; *autonavigation* – *автонавігація*; *autonomous* – *автономний*; *autopilot* – *автопілот*; *aviation* – *авіація*; *aviator* – *авіатор*, *льотчик*; *baggage* – *багаж*; *balance* – *баланс*; *ballast* – *баласт*; *barometer* – *барометр*; *barotrauma* – *баротравма*; *barrier* – *бар'єр*; *basing* –

базування; *bomb neutron* - нейтронна бомба; *byte* – байт; *passenger cabin* - пасажирський салон; *cable* - кабель; *acoustic calibration* - акустичне калібрування; *camouflage* - камуфляж; *candela* – кандела; *carburettor* - карбюратор; *aerodrome category* - категорія аеродрому; *cathode* - катод; *centering autopilot* - центрування автопілота; *charter* – чартер; *climate* - клімат; *cobalt* - кобальт; *collector* - колектор; *combination code* - кодова комбінація; *command* - команда; *commission* - комісія; *committee* – комітет; *compass* – компас; *compressor* - компресор; *computer* - комп'ютер; *condensation* - конденсація; *configuration* - конфігурація; *conical* - конічний; *corps* - корпус; *corrector* - коректор; *corrosion* - корозія; *cosmodrome* – космодром; *cryogenic* - криогенний; *cyclone* - циклон; *cylinder* - циліндр; *declare* - декларувати; *defocusing* - дефокусування; *deregulation* - дерегулювання; *diameter* - діаметр; *diffuser* - дифузор (газовоповітряний тракт, у якому відбувається гальмування потоку і наростання тиску); *diode* - діод; *dipole* - диполь; *disinfect* - дезінфікувати; *wheel* - колесо; *display* – дисплей; *distance* - дистанція; *drainage* - дренаж; *dynamics* - динаміка; *effect* - ефект; *effectiveness* - ефективність; *electrification* - електрифікація; *electrode* – електрод; *electromagnetic* – електромагнітний; *equivalent* - еквівалент; *evacuation* – евакуація; *asymmetrical flutter* - асиметричний флатер; *functionality* – функціональність; *gallon* – галон; *garage* - гараж; *gravitation* - гравітація; *helium* - гелій; *hologram* - голограма; *horizontal* - горизонталь; *hydroaeroplane* – гідроплан; *hydroaviation* - гідроавіація; *hypoxia* – гіпоксія; *tachometer* - тахометр; *inspect* - інспектувати; *instruction* – інструкція; *isobar* – ізобара; *isogonal* – ізогона; *isogriv* – ізогрива; *isotach* – ізотаха; *isotherm* - ізотерма; *kilohertz* – кілогерц; *legend* - легенда (умовні знаки і пояснення до плану чи карти); *levitation* - левітація; *licencing* - ліцензування; *lieutenant* - лейтенант; *litre* – літр; *localize* - локалізувати; *machine* - машина; *magnetometer* - магнітометр; *marshal* – маршал; *mechanic* - механік; *minute* - мінута (частина градуса); *model* – модель; *amplitude modulation* - амплітудна модуляція; *monel* – монель; *monocoque* - монокок; *monoplane* - моноплан; *monoxide* - монооксид; *navigating* – навігаційний; *visual*

*navigation* - візуальна навігація; *nephanalysis* - нефаналіз; *nephoscope* - нефоскоп; *neutron* - нейтрон; *occlusion* - оклюзія; *oceanography* - океанографія; *octane* - октан; *optimization* - оптимізація; *orbit* - орбіта; *organisation* - організація; *ornithopter* - орнітоптер; *ozonesonde* - озоновий зонд; *panic* - паніка; *parachutist* - парашутист; *parallel* - паралель; *passenger* - пасажир; *passengerkilometre* - пасажиро-кілометр; *passport* - паспорт; *percale* - перкаль; *perforator* - перфоратор; *periscope* - перископ; *pesticide* - пестицид; *photometer* - фотометр; *plateau* - плато; *platform* - платформа; *pneumatic* - пневматичний; *polar* - полярний; *procedure* - процедура; *radiotelescope* - радіотелескоп; *automatic regulator* - автоматичний регулятор; *second* - секунда; *tactics* - тактика; *telemetry* - телеметрія; *telescope* - телескоп; *tonne* - тонна; *torpedo* - торпеда; *trimmer* - тример; *triplane* - триплан; *tunnel* - тунель; *gas turbine* - газова турбіна; *vaccine* - вакцина; *vibration* - вібрація; коливання; *watt* - ват; *chassis* - шасі; *Greenwich* - Грінвіч.

2. The terms are translated using the method of transliteration: *tornado* - торнадо; *volt* - вольт; *transit* - транзит; *stopover* - стоповер; *sector* - сектор; *robot* - робот; *reactor* - реактор; *rad* - рад; *radian* - радіан; *radiator* - радіатор; *projector* - прожектор; *period* - період; *park* - парк; *plan* - план; *obturator* - обтюратор; *modulator-demodulator* - модулятор-демодулятор; *moment* - момент; *motor* - мотор; *modem* - модем; *injector* - інжектор; *locator* - локатор; *helicopter* - гелікоптер; *lidar* - лідар; *interceptor* - інтерцептор; *interval* - інтервал; *general* - генерал; *generator* - генератор [13].

3. Some terms have direct counterparts in the Ukrainian language and are reproduced by the corresponding equivalents: *tailplane* - горизонтальне хвостове оперення; *aerostat* - повітряна куля; *aeropathy* - висотна хвороба, *altigraph* - самописний висотомір, *autonomous* - автономний, самостійний, самокерований; *aviator* - льотчик; *baggage* - ручна поклажа; *balance* - рівновага; *barrier* - перешкода; *camouflage* - маскування; маскувальні засоби; *collector* - струмоприймач; *corrosion* - окислення, роз'їдання; *cyclone* - область низького тиску; *defect* - недолік; *disk* - колесо; *aerial acrobatics* - вищий

пілотаж; *action* - 1) дія, вплив; 2) робота (механізму); 3) принцип дії, механізм (роботи); 4) військ, бойові дії, бій; 5) маневр цілі; *adapter* - 1) перехідник; перехідний пристрій, адаптер; 2) вкладка, вкладки; 3) наконечник; *aerobrake* - аеродинамічне гальмо; *aerobridge* - телескопічний тран; *controlled; air* - 1) повітря; повітряний простір; 2) атмосфера; 3) літак, авіація; *aircraft nosing-down* - пікірування повітряного судна; *aircrew* - екіпаж літака, льотний екіпаж; *airflow* - 1) потік повітря, повітряний потік; 2) обтікання (тіла) повітряним потоком; *airforce* - військово-повітряні сили; *airframe* - авіаційна конструкція; *airfreighter* - вантажний літак; *airhole* - повітряна яма.

4. Part of the terms during the translation undergoes tracing, that is, translation using Ukrainian words and expressions that literally reproduce the words and expressions of the English language: *data base* – база даних, *flying field* – льотне поле; *belly* - проф. «пузо»; *wind rose* - роза вітрів; *aerocarrier* – авіаносець; *aeroelasticity* - аеропружність; *aerofuel* - паливно-повітряний; *aircarrier* - авіанперевізник; *airfree* – безповітряний; *airbase* – авіабаза; *aircraft-kilometer* - літако-кілометраж; *airliner* - повітряний лайнер; *air-raid* - повітряний наліт; *airship* - повітряне судно; *airshow* – авіа шоу; *airspace* - повітряний простір; *storm alert* - штормове попередження.

5. In the event that the dictionary does not provide a direct equivalent of the English term, the translator resorts to a descriptive translation that accurately reproduces the meaning of the foreign word in this context: *trailing edge* – заднє ребро крила, *carbon-fibre-reinforced plastic* – пластик, армований склотканиною, *wet wing* – крило з вбудованими паливними баками, *wing airfoil* – аеродинамічна поверхня крила, *aerophobe* - людина, яка панічно боїться польотів літаками; *aviation* - проектування, конструювання та виробництво літаків; *contact* -момент, коли з борту повітряного судна видно поверхню землі; *diffuser* - газоповітряний тракт, у якому відбувається гальмування потоку і наростання тиску; *flaperon* - диференціально керований щиток; *run-up noise* - зниження шуму під час випробування двигунів на землі; *abrasion* -

*механічне пошкодження поверхні внаслідок тертя; accountability - здатність до зчитування параметрів.*

There are general patterns of translation of aviation-related texts saturated with industry terminology. While the main difficulty of translating literary prose lies in the need to interpret the author's intentions, i.e. in reproducing not only external facts, but also in preserving the psychological and emotional elements embedded in the text, the task facing the translator of a scientific and technical text, which is deprived of emotional coloring, it turns out to be different - to accurately convey the author's opinion, only if it is possible to preserve the peculiarities of his style. In order to correctly understand the scientific and technical text on aviation topics, it is necessary to know aircraft construction and related English terminology. In addition, in order to correctly reproduce the content of the text in Ukrainian, it is necessary to know the relevant Ukrainian aviation terminology and to have a good command of the Ukrainian literary language in general.

1) The translation is carried out with the help of morpheme-lexical tracing "human factors", N1 turns into an adjective.

2) In this case, the translation is carried out by a complex term, in which N2 in the Ukrainian language acts as a noun in the genitive case with a postpositive definition to N1 "aviation safety" - "aviation safety".

3) In the next case, we also apply the translation of the construction N1+N2 as a complex term, in which N2 in Ukrainian is a noun in the genitive case with a postpositive definition to N1 "flight safety".

4) The translation was carried out in accordance with the norms of the Ukrainian language using the disposition of the elements of a complex term and provided the corresponding abbreviation in the Ukrainian language "air traffic management (ATM)".

5) The translation was made with the help of the disposition of the elements of a complex term and addition to comply with the norms of the Ukrainian language, the contextual replacement of the member of the complex term "aviation" was used, translated as "flight" and the corresponding abbreviation in the Ukrainian language

was provided "global aviation safety plan (GASP)" - "Global flight safety plan (GPSP)".

6) The translation was carried out by converting the first two elements of the compound term into a compound term + the third element of the compound term "Air Navigation Commission" – «Аеронавігаційна комісія».

During the practical research, we discovered that the translation of aviation-related texts is a difficult task for the translator due to the presence in such texts of a large number of terms, the incorrect translation of which can distort the entire meaning of the text, as well as the differences in the mentality of the culture of the people of the original language and the target audience of the translated language . We are convinced that with sufficient knowledge and the opportunity to consult with specialists in this field, it is possible to achieve a high-quality result. As noted in the first chapter, it was found that the scientific and technical text is characterized by a certain repetition of terms, and therefore, for the correct transfer of meaning in different cases, the context should be taken into account.

## Conclusions

The purpose of our work was to investigate how aviation terms in scientific and technical texts are translated from English into Ukrainian. To achieve this goal, we conducted a study of individual components of the translation of English aviation terms.

Having studied the term itself, we determined that different authors gave concept different definitions, which, nevertheless, had the main common component - namely, that the term is a word that refers to a specific field of knowledge. We also determined that there are various classifications of terms, in which the criteria for demarcation are their structure, as well as lexical and semantic composition.

Having analyzed the lexical and stylistic requirements for terms in general and specifically for aviation terms, we determined that aviation terms have all the characteristics of any term.

Having analyzed the lexical and stylistic requirements for scientific and technical texts, we came to the conclusion that meeting all the requirements for the translation of terms allows the translator to make a high-quality translation of a scientific and technical text in the field of aviation, or a text saturated with aviation terms (if we do not take into account the need for pragmatic adaptation of the text).

The next stage of the research was to analyze the main problems of translation of aviation terms, and we came to the conclusion that most of these problems are related to the requirements for scientific and technical language terms. Separately, we investigated the problem of pragmatic translation adaptation, and determined that the text must be adapted depending on the target audience, which is divided into several categories.

In the end, we determined the main ways of translating English aviation terms into Ukrainian, and also empirically investigated the application of various translation transformations in the translation process.

Our last task was the percentage comparison of the application of various translation transformations in the translation of aviation terms.

In our work, we often came across terms that can be translated only in one way, and the most productive technique turned out to be the search for a semantic equivalent to the term, and sometimes there were cases when a difficult English term was translated into Ukrainian with one word, and vice versa.

We also often used the technique of morpheme-lexical tracing. The specificity and uniqueness of some English terms often forced us to use descriptive translation.

The most used lexical transformation in the translation of the studied text examples was the search for a semantic equivalent (approximately 39%). In second place is morpheme-lexical tracing (33%), in third place is transcoding (19%), followed by descriptive translation (9%).

So, let's summarize the work done. We found that the translation of aviation-related texts is a difficult task for the translator due to the presence in such texts of a large number of terms, that is, words with a specific meaning, the wrong translation of which can distort the entire meaning of the text, as well as due to differences in the mentality of the culture of the people of the original language and the target audience translation languages. If the translator solves the first problem purely with the help of special lexical transformations, then solving the second problem requires him to adapt the translated text pragmatically.

We can see on the example of the translated passage that all the above difficulties are completely decisive, and that the translator can achieve his goal in the text of any field. Everything depends on his awareness and ability to use the "tools" of translation.



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### Appendices

<b>1.</b>	<i>Human factors are a critical aspect of aviation safety, one that ICAO began to address more than a decade ago. (22)</i>	Людські фактори є важливими аспектами авіаційної безпеки, розгляд яких ІКАО розпочала більше десяти років тому.
<b>2.</b>	<i>ICAO convened the first in a series of global symposia on flight safety and human factors in 1990. (22)</i>	ІКАО скликала перший з глобальних симпозіумів з безпеки польотів і людського фактора в 1990 році
<b>3.</b>	<i>The constitution of ICAO is the Convention on International Civil Aviation, drawn up by a conference in Chicago in November and December 1944, and to which each ICAO Contracting State is a party.(23)</i>	Статутом ІКАО є Конвенція про міжнародну цивільну авіацію, складена конференцією в Чикаго в листопаді та грудні 1944 року, учасником якої є кожна Договірна держава ІКАО.(23)
<b>4.</b>	<i>As the governing body, the Council gives continuing direction of the work of ICAO.(23)</i>	Як керівний орган, Рада постійно керує роботою ІКАО.
<b>5.</b>	<i>It is in the Council that Standards and Recommended Practices are adopted by and incorporated in Annexes to the Convention of International Civil Aviation.(23)</i>	Саме в Раді приймаються Стандарти та Рекомендована практика та включаються в Додатки до Конвенції про міжнародну цивільну авіацію.
<b>6.</b>	<i>The Council is assisted by the Air Navigation Commission (technical matters), the Air Transport Committee (economic matters), the Committee of Joint Support of Air Navigation Services and the Finance</i>	Раді допомагають Аеронавігаційна комісія (технічні питання), Аеротранспортний комітет (економічні питання), Комітет спільної підтримки аеронавігаційного обслуговування та Фінансовий
<b>7.</b>	<i>The Secretariat, headed by a Secretary General, is divided into five main divisions: the Air Navigation Bureau, the Air Transport Bureau, the Technical Cooperation Bureau, the Legal Bureau and the Bureau of Administration and Services.(23)</i>	Раді допомагають Аеронавігаційна комісія (технічні питання), Аеротранспортний комітет (економічні питання), Комітет спільної підтримки аеронавігаційного обслуговування та Фінансовий комітет.
<b>8.</b>	<i>In order that the work of the Secretary shall reflect a truly international approach, professional personnel are recruited on a broad geographical basis.(23)</i>	Для того, щоб робота Секретаря відображала справді міжнародний підхід, професійний персонал набирається на широкій географічній основі..

9.	<i>A common understanding between the countries of the world on these matters is absolutely necessary. Council adopts(23)</i>	Спільне розуміння між країнами світу з цих питань є абсолютно необхідним. Рада приймає
10.	<i>To achieve the highest degree of uniformity world-wide whenever this will facilitate and improve safety, regularity and efficiency, the ICAO(23)(23)</i>	Щоб досягти найвищого рівня уніфікованості в усьому світі, коли це полегшить і підвищить безпеку, регулярність і ефективність, ІКАО
11.	<i>Regions (FIRs) within which air traffic services are provided.(23)</i>	Регіони (FIR), у межах яких здійснюється обслуговування повітряного руху.
12.	<i>In some cases, the flight information regions cover large oceanic areas with relatively low air traffic density, within which only flight information service and alerting service are provided.(23)</i>	У деяких випадках регіони польотної інформації охоплюють великі океанські території з відносно низькою інтенсивністю повітряного руху, в межах яких надається лише польотно-інформаційне
13.	<i>In other flight information regions, large portions of the airspace are controlled airspace within which air traffic control service is provided in addition to flight information and alerting service.(23)</i>	В інших регіонах польотної інформації великі частини повітряного простору є контрольованим повітряним простором, у якому надається диспетчерське обслуговування повітряного руху на додаток до польотної інформації та
14.	<i>The Annex also, deals with ways of expediting and maintaining an orderly flow of air traffic and providing advice and information for the safe and efficient conduct of flights and alerting service for aircraft in distress.(23)</i>	Додаток також стосується способів прискорення та підтримання впорядкованого потоку повітряного руху та надання порад та інформації для безпечного та ефективного виконання польотів та служби оповіщення для повітряних суден, які зазнають лиха.
15.	<i>To meet these objectives, ICAO provisions call for the establishment of flight information centres and air traffic control units.(23)</i>	Для досягнення цих цілей положення ІКАО передбачають створення центрів польотної інформації та підрозділів управління повітряним

<b>16.</b>	<i>The aircraft fly in accordance with the Instrument Flight Rules (IFR) or Visual Flighty Rules (VFR).M=(23)</i>	Літак виконує польоти згідно з правилами польотів за приладами (IFR) або правилами візуального польоту (VFR).
<b>17.</b>	<i>Under IFR, the aircraft fly from one radio aid to the next or by reference to self-contained airborne navigation equipment from which the pi lot can determine the aircraft's position at all times.(23)</i>	За ППП літальний апарат літає від одного радіозасобу до наступного або за допомогою автономного бортового навігаційного обладнання, за допомогою якого пілот може визначати положення літака в будь-який час.
<b>18.</b>	<i>IFR flights are conducted through all but severe weather conditions, while aircraft flying under VFR must remain clear of clouds .and operate in visibility conditions which will permit the pi lot to see and avoid other aircraft.(23)</i>	Польоти за ППП виконуються за будь-яких погодних умов, крім суворих, тоді як літаки, що здійснюють польоти за ПВП, повинні бути вільними від хмар і працювати в умовах видимості, які дозволятимуть пілоту бачити та уникати інших літаків.
<b>19.</b>	<i>IFR flights are provided with air control service when operating in controlled airspace.(23)</i>	Польоти за ППП забезпечуються диспетчерським обслуговуванням під час виконання польотів у контрольованому повітряному просторі.
<b>20.</b>	<i>When operating in uncontrolled airspace, flight information service, which includes information on known traffic, is provided the pilot is responsible for arranging the flight to avoid other traffic.(23)</i>	Під час виконання польотів у неконтрольованому повітряному просторі надається служба польотної інформації, яка включає інформацію про відомий трафік, пілот несе відповідальність за організацію польоту, щоб уникнути іншого трафіку.
<b>21.</b>	<i>Con trol service is normally not provided to VFR flights, unless in specific areas, in which case VFR flights are separated from IFR flights but no separations is provided between VFR flights, unless specifically required by the ATC authority.(23)</i>	Диспетчерське обслуговування зазвичай не надається для польотів за ПВП, за винятком випадків, коли польоти за ПВП відокремлюються від польотів за ППП, але ешелонування між польотами за ПВП не надається, якщо це не вимагається органом УПР.

22.	<i>However, not all aircraft are provided with air traffic services. If an aircraft is operating entirely outside of controlled airspace in an area where a flight plan is not required, the flight may not even be known to air traffic services.(23)</i>	Однак не всі літаки забезпечені обслуговуванням повітряного руху. Якщо повітряне судно летить повністю за межами контрольованого повітряного простору в районі, де план польоту не потрібен, про рейс можуть не знати служби
23.	<i>Air traffic controllers are responsible for keeping aircraft safely separated from each other.(23)</i>	Авіадиспетчери відповідають за безпечне відокремлення літаків один від одного.
24.	<i>They maintain contact with the aircraft crews through the VHF radio telephone (R/T) service - a vital link in the overall air traffic service(23)</i>	Вони підтримують зв'язок з екіпажами повітряних суден за допомогою УКХ-радіотелефонної (R/T) служби - життєво важливої
25.	<i>They maintain contact with the aircraft crews through the VHF radio telephone (R/T) service - a vital link in the overall air traffic service(23)</i>	Вони підтримують зв'язок з екіпажами повітряних суден за допомогою УКХ-радіотелефонної (R/T) служби - життєво важливої
26.	<i>The control of aircraft movements is achieved largely through radar surveillance.(23)</i>	Контроль за рухом літаків здійснюється в основному за допомогою радіолокаційного спостереження.
27.	<i>The control of aircraft movements is achieved largely through radar surveillance.(23)</i>	Контроль за рухом літаків здійснюється в основному за допомогою радіолокаційного спостереження.
28.	<i>Before an aircraft arrives in a controller's airspace he is provided with details of the intended flight, including route, altitude, speed and call sign.(23)</i>	Перед тим, як повітряне судно прибуде в повітряний простір диспетчера, йому надається інформація про запланований політ, включаючи маршрут, висоту, швидкість та позивний.
29.	<i>After taking into account the requirements of another traffic in the sector airspace at that time - or in the future -the controller plans a safe flight level and route for the aircraft and monitors its progress through the sector.(23)</i>	Після врахування вимог іншого руху в секторі повітряного простору в цей час або в майбутньому диспетчер планує безпечний рівень польоту та маршрут для повітряного судна та контролює його просування через сектор.

30.	<i>It is a fundamental principle that no aircraft is cleared to enter the airspace of another sector until its entry has been coordinated with an adjacent air traffic control unit.(23)</i>	Фундаментальним принципом є те, що жодному повітряному судну не надається дозвіл на вхід у повітряний простір іншого сектора, доки його вхід не буде узгоджено з сусіднім органом управління повітряним
31.	<i>This applies also to the handover of aircraft between national air traffic control and air traffic control services of adjacent countries.(23)</i>	Це також стосується передачі повітряних суден між національними службами управління повітряним рухом і службами управління
32.	<i>To fly in controlled airspace aircraft must be equipped to a certain standard and their pilots must hold the necessary qualifications.(23)</i>	Для польотів у контрольованому повітряному просторі літаки повинні бути оснащені певним стандартом, а їх пілоти повинні мати необхідну
33.	<i>To fly in controlled airspace aircraft must be equipped to a certain standard and their pilots must hold the necessary qualifications.(23)</i>	Для польотів у контрольованому повітряному просторі літаки повинні бути оснащені певним стандартом, а їх пілоти повинні мати необхідну кваліфікацію.
34.	<i>They maintain contact with the aircraft crews through the VHF radio telephone (R/T) service - a vital link in the overall air traffic service(23)</i>	Вони підтримують зв'язок з екіпажами повітряних суден за допомогою УКХ-радіотелефонної (R/T) служби - життєво важливої
35.	<i>The control of aircraft movements is achieved largely through radar surveillance.(23)</i>	Контроль за рухом літаків здійснюється в основному за допомогою радіолокаційного спостереження.
36.	<i>Pilots must obtain a clearance from Air Traffic Control to enter such airspace and, except in an emergency, they must follow ATC instructions implicitly(23)</i>	Пілоти повинні отримати від диспетчера повітряного руху дозвіл на вхід у такий повітряний простір і, за винятком надзвичайних ситуацій, вони повинні чітко виконувати
37.	<i>In controlled airspace each aircraft must be kept separate from all others by internationally agreed standards.(23)</i>	У контрольованому повітряному просторі кожен літак повинен знаходитися окремо від усіх інших відповідно до міжнародно
38.	<i>This is done by allocating different heights or by arranging certain minimum horizontal distances between aircraft.(23)</i>	Це робиться шляхом розподілу різних висот або встановлення певних мінімальних горизонтальних відстаней між літаками.



39.	<i>The AN-225 aircraft is designed to transport oversized, large-span cargoes placed both inside the fuselage or mounted externally above the fuselage to any place on the globe (23).</i>	Літак АН-225 призначений для перевезення негабаритних великогабаритних вантажів, розміщених як усередині фюзеляжу, так і зовні над фюзеляжем у будь-яку точку земної кулі.
40.	<i>The AN-38-100 aircraft is intended to airlift 27 passengers at a maximum speed of 405 km/h over a distance of 900 km.</i>	Літак АН-38-100 призначений для перевезення 27 пасажирів з максимальною швидкістю 405 км/год на відстань 900 км.
41.	<i>The Airbus A330 is a large-capacity medium-to-long-range commercial passenger airliner manufactured by Airbus.(23)</i>	Airbus A330 — комерційний пасажирський авіалайнер великої місткості середньої та дальньої дальності виробництва компанії Airbus.
42.	<i>The AN-124-100 commerce aircraft is developed on the basis of AN-124 "Ruslan" heavy military transport aircraft which is the biggest heavy-lifter in the world.(23)</i>	Торгівельний літак АН-124-100 розроблений на базі важкого військово-транспортного літака АН-124 «Руслан», який є найбільшим у світі великовантажним літаком.
43.	<i>Investigations are also under way to use the AN-225 as the first launch stage of systems for the commercial launches of space payloads.(23)</i>	Також ведуться дослідження щодо використання АН-225 як першого стартового ступеня систем для комерційних запусків космічних апаратів.
44.	<i>The airframe is made up of a fuselage, wings and tail plane.(23)</i>	Планер складається з фюзеляжу, крил і хвостового оперення.
45.	<i>This structure is supported on the ground by the undercarriage which is generally raised and lowered by hydraulic power(23)</i>	Ця конструкція підтримується на землі ходовою частиною, яка зазвичай піднімається та опускається за допомогою гідравлічної енергії.
46.	<i>The powerplant on an aircraft is usually either piston, turboprop or turbojet.(23)</i>	Силова установка на літаку зазвичай поршнева, турбогвинтова або турбореактивна.
47.	<i>The powerplant on an aircraft is usually either piston, turboprop or turbojet.(23)</i>	Паливом для поршневих літаків є бензин, а для турбогвинтових або турбореактивних - гас.

<b>48.</b>	<i>Fuel for a piston engine aircraft is petrol, while that for turboprop or turbojet is kerosene.(23)</i>	Паливом для поршневих літаків є бензин, а для турбогвинтових або турбореактивних - гас.
<b>49.</b>	<i>The main systems on modern aircraft are air conditioning, automatic flight, electrics, flight controls, fuel, hydraulics, landing gear, pneumatics, power plant and pressurization(23)</i>	Основними системами на сучасних літаках є кондиціонування повітря, автоматичний політ, електрика, органи керування польотом, паливо, гідравліка, шасі, пневматика, силова установка та наддув. Кожна система
<b>50.</b>	<i>Equipment consists of various items such as passengers seats, galleys, radios, computers, fire extinguishers, toilets, etc.(23)</i>	Обладнання складається з різних предметів, таких як пасажирські сидіння, камбузи, радіо, комп'ютери, вогнегасники, туалети тощо.

## РЕЗІОМЕ

У даній курсовій роботі досліджено способи перекладу синонімів у авіаційній термінології. Авіаційна термінологія відзначається високим рівнем технічної складності та важливістю точності в передачі інформації. У роботі розглянуті лексичні та семантичні види синонімів, а також описано існуючі способи їх перекладу у політичному дискурсі. На прикладі тексту авіаційного дискурсу здійснено перекладацький аналіз 50 одиниць фактичного матеріалу. Отримані результати сприятимуть кращому розумінню особливостей перекладу синонімів у контексті авіаційної термінології та можуть бути корисні для перекладачів, лінгвістів і фахівців у галузі авіації.

**Ключові слова:** переклад, перекладацький аналіз, синонім, авіаційний дискурс