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Ergashova Rano Turaevna,Professor of the Military Aviation Institute
of the Republic of Uzbekistan
Ergashova-91@mail.ru**LINGUISTIC FEATURES OF AVIATION TERMINOLOGY IN ENGLISH, RUSSIAN,
AND UZBEK LANGUAGES: SPECIFICITIES AND COMMONALITIES** <https://doi.org/10.5281/zenodo.17087445>**ANNOTATION**

This article analyzes the linguistic features of aviation terminology in English, Russian, and Uzbek languages. It examines the unique characteristics and commonalities of aviation-related terms across all three languages. The lexical, semantic, morphological, and etymological aspects of aviation terminology are reviewed, as well as the methods of term formation and assimilation processes in these languages. The linguistic-cultural impact of borrowed terms from English into Uzbek and Russian, their adaptation within cultural and technical contexts, and the interplay of terminological systems are all discussed. The morphological and semantic properties of aviation terms within the languages, the phonetic and lexical adaptation of terms in Uzbek, and the peculiarities of terms borrowed from Russian into Uzbek are evaluated. Furthermore, the methods of creating compound words, borrowed words, and new terms in the terminology of the three languages are compared.

Keywords: aviation terminology, English language, Russian language, Uzbek language, linguistic features, borrowed words, morphology, semantics, etymology, linguoculturology, terminological systems.

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Ergashova-91@mail.ru**ЛИНГВИСТИЧЕСКИЕ ОСОБЕННОСТИ АВИАЦИОННОЙ ТЕРМИНОЛОГИИ В
АНГЛИЙСКОМ, РУССКОМ И УЗБЕКСКОМ ЯЗЫКАХ: ОСОБЕННОСТИ И ОБЩИЕ
ЧЕРТЫ****АННОТАЦИЯ**

В данной статье рассматриваются лингвистические особенности авиационной терминологии в английском, русском и узбекском языках. В ней исследуются уникальные характеристики и общие черты авиационных терминов во всех трех языках. Рассматриваются лексические, семантические, морфологические и этимологические аспекты авиационной терминологии, а также методы формирования и процессы ассимиляции терминов в данных языках. Обсуждаются лингвокультурологическое влияние заимствованных терминов из

английского языка в узбекский и русский, их адаптация в культурном и техническом контекстах, а также взаимодействие терминологических систем. Оцениваются морфологические и семантические свойства авиационных терминов в этих языках, фонетическая и лексическая адаптация терминов в узбекском языке, а также особенности терминов, заимствованных из русского языка в узбекский. Кроме того, сравниваются методы создания сложных слов, заимствованных слов и новых терминов в терминологии трех языков.

Ключевые слова: авиационная терминология, английский язык, русский язык, узбекский язык, лингвистические особенности, заимствованные слова, морфология, семантика, этимология, лингвокультурология, терминологические системы.

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INGLIZ, RUS VA O'ZBEK TILLARI AVIATSIYA TERMINOLOGIYASINING LINGVISTIK XUSUSIYATLARI: O'ZIGA XOSLIKLAR VA UMUMIYLIKLAR

ANNOTATSIYA

Ushbu maqola ingliz, rus va o'zbek tillarining aviatsiya terminologiyasidagi lingvistik xususiyatlari tahlilga tortilgan. Har uch tilning aviatsiya sohasiga oid terminlarining o'ziga xosliklari va umumiyliklari o'rganilgan. Aviatsiya terminologiyasining leksik, semantik, morfologik va etimologik jihatlari, shuningdek, terminlarning tillarda shakllanish usullari hamda o'zlashtirish jarayonlari ko'rib chiqilgan. Ingliz tilidan o'zbek va rus tillariga kirib kelgan o'zlashma terminlarning lingvokulturologik ta'siri, ularning madaniy va texnik kontekstda moslashuvi hamda terminologik tizimlarning o'zaro ta'siri tahlil qilingan. Aviatsiya terminlarining tildagi morfologik va semantik xususiyatlari, terminlarning o'zbek tilidagi fonetik va leksik moslashuvi, shuningdek, rus tilidan o'zbek tiliga o'zlashgan terminlarning o'ziga xosliklari baholangan. Shu bilan birga, uch til terminologiyasida qo'shma so'zlar, o'zlashgan so'zlar va yangi terminlar yaratish usullari qiyoslangan.

Kalit so'zlar: aviatsiya terminologiyasi, ingliz tili, rus tili, o'zbek tili, lingvistik xususiyatlar, o'zlashma so'zlar, morfologiya, semantika, etimologiya, lingvokulturologiya, terminologik tizimlar

I. INTRODUCTION

The rapid advancement of the aviation industry has necessitated the development and standardization of specialized terminology across different languages. Aviation terminology not only facilitates precise communication among professionals but also reflects the cultural and linguistic characteristics of each language community. English, Russian, and Uzbek are three key languages in the field of aviation, each with a rich terminological system shaped by historical, technical, and sociolinguistic factors.

Previous studies have extensively examined aviation terminology in English and Russian, focusing on lexical formation, semantic shifts, and cross-linguistic borrowing [e.g., Artamonov E.A., Solosyatov D.I., 2017; Denisova O.I., 2015]. Research on Uzbek aviation terminology, however, remains relatively limited, with most works concentrating on isolated lexical borrowings or translation challenges [Kushakov Y., 2025]. While comparative analyses between English and Russian terminologies exist, comprehensive studies that include Uzbek and explore the linguistic interplay among all three languages are scarce.

This gap underscores the need for a systematic investigation into the linguistic features of aviation terminology in English, Russian, and Uzbek. Such a study would contribute to a better

understanding of how technical terms are adapted, borrowed, and integrated within different linguistic and cultural contexts. Moreover, it would provide insights into the processes of term formation, semantic development, and morphological adaptation in a multilingual aviation environment.

Therefore, the purpose of this article is to analyze the linguistic characteristics of aviation terminology in English, Russian, and Uzbek. The study aims to identify both the unique features and commonalities among the three languages, focusing on lexical, semantic, morphological, and etymological aspects. Additionally, it examines the mechanisms of term formation and borrowing, as well as the intercultural and technical influences shaping the terminological systems. This research not only fills an existing scholarly gap but also offers practical implications for terminologists, translators, and aviation professionals working across these languages.

II. MATERIALS AND METHODS

This section outlines the methodological framework and research procedures employed to analyze the linguistic features of aviation terminology in English, Russian, and Uzbek. The study adopts a comparative linguistic approach, focusing on identifying both the unique characteristics and shared properties of aviation terms across the three languages. Emphasis is placed on the collection, selection, and analysis of terminological data, as well as the systematic examination of their lexical, semantic, morphological, and etymological features. By detailing sources, procedures, and analytical strategies, this section ensures the transparency and reproducibility of the research process, providing a foundation for the interpretation of subsequent results.

According to lexical features of aviation terminology we analyzed as following:

Distinctive Features:

English:

Aviation terminology is highly standardized and internationally oriented.

Terms often derive from technical English vocabulary and abbreviations (e.g., “ATC” – *Air Traffic Control*, “VOR” – *VHF Omnidirectional Range*).

Russian:

Retains many Soviet-era aviation terms as well as modern international vocabulary.

Bilingual borrowing is common, with both direct English imports and calques (e.g., “*аэронавигация*” from “*aeronautical navigation*”).

Uzbek:

Heavily borrows terms from both English and Russian.

Local adaptations are frequent, with some terms being newly coined using native Turkic roots or phonetic adjustments of international terms.

Commonalities:

All three languages use a considerable number of internationalisms in aviation (e.g., “*pilot*”, “*aeropot*”, “*navigation*”), demonstrating global standardization in the field.

Compound terms and abbreviations are widespread across all languages.

Based on the semantic features of aviation terminology, the following points should be noted:

Distinctive Features:

English:

Semantic precision is prioritized due to safety and technical requirements. Terms are rarely ambiguous in aviation contexts.

Russian:

Russian often creates synonyms or alternative expressions, stemming from both Soviet heritage and recent international influences.

Uzbek:

Uzbek terms may be semantically broadened or localized, particularly for concepts with no direct equivalent.

Commonalities:

English:

Polysemy is minimized in technical communication to avoid misunderstanding.

Semantic alignment through direct translation or loanwords is common in Russian and Uzbek.

Considering the morphological features of aviation terminology, we can observe the following similarities and differences.

Distinctive Features:

English:

Dense use of compounding and acronyms (e.g., “*groundspeed*”, “*autopilot*”, “*ILS*” for *Instrument Landing System*).

Russian:

Extensive use of affixation and compounding, often translating English compounds into Russian equivalents or adapting English acronyms.

Morphological adaptation to fit Russian declension and conjugation systems (e.g., “*пилотировать*” – *to pilot/fly*).

Uzbek:

Adopts foreign terms and morphologically adapts them (e.g., “*navigation*” → “*navigatsiya*”).

Uses native suffixes for term creation when introducing new concepts.

Commonalities:

All languages use compounding, but the structure and adaptability tend to follow each language’s morphological conventions.

When discussing the etymological aspects of aviation terminology in English, Russian, and Uzbek, their similarities and differences can be presented as follows.

Distinctive Features:

English:

Most terms are coined directly from Greek/Latin roots or by compounding English words.

Russian:

Mix of Slavic-rooted words and direct borrowings from French, German, and English.

Uzbek:

Substantial etymological layering: native Turkic roots, borrowings from Russian (especially technical terms), and recent English loanwords.

Commonalities:

High proportion of internationalisms; many scientific terms trace back to Greek or Latin regardless of the modern language context.

According to the morphological and borrowing characteristics of aviation terminology, the following were identified:

Distinctive features:	
<i>English:</i>	Relies on direct word formation: compounding, derivation, abbreviation, and significant use of acronyms.
<i>Russian:</i>	Combines borrowing, calquing, and affixation. Often Russifies foreign terms by adapting them to Russian phonology and morphology.
<i>Uzbek:</i>	Employs direct borrowing (mainly from English and Russian), calquing native words,

	and forming hybrid terms using native suffixes.
Commonalities:	
All three languages actively borrow international terms due to the global nature of aviation.	

Term formation often follows a need-based, pragmatic approach, ensuring clarity in technical communication.

Table 1. Borrowing and Adaptation Processes

Language	Borrowing Sources	Adaptation Strategies
English	Original (source language)	International standardization, acronym creation
Russian	English, French, German	Phonological adaptation, morphological integration
Uzbek	English, Russian, Turkish	Phonetic transcription, suffixation, contextual adaptation

Table 2. Examples

English	Russian	Uzbek	Notes
autopilot	автопилот	avtopilot	Direct borrowing in Russian and Uzbek
navigation	навигация	navigatsiya	Foreign origin, phonetic adaptation
flight recorder	бортовой самописец	bort yozuvchisi	Calqued in Uzbek, adopted in Russian
air traffic	воздушное движение	havo harakati	Native Uzbek calque

III. RESULTS

In English, aviation terminology extensively utilizes compounding and abbreviation as productive morphological processes. For example, compound nouns such as “*flight deck*”, “*control tower*”, “*groundspeed*”, “*autopilot*” and acronyms like “*ATC*” (*Air Traffic Control*) and “*ILS*” (*Instrument Landing System*) are dominant. Affixation is also present but less frequent compared to compounding.

In Russian, morphological complexity increases due to the language’s rich inflectional system. Aviation terms frequently incorporate affixation, including prefixes and suffixes, which allow modification of root words to create various parts of speech. Additionally, Russian forms compound terms but often employs syntactic phrases that function as terminological units, e.g., “*воздушное движение*” (air traffic) *авиатор* (aviator), *авианперевозка* (air transport). Morphological adaptation integrates terms into Russian paradigms: e.g., *пилотировать* (*to pilot*), with verbal suffixes [Fomina, 70-79].

The Uzbek language exhibits a hybrid morphological system influenced by Turkic roots and extensive borrowing from Russian and English. Aviation terms in Uzbek often appear as loanwords morphologically adapted by applying native suffixes. For example, the English loan “*navigation*” is typically adapted as “*navigatsiya*”, *pilot* remains *pilot*, but is pronounced according to Uzbek phonetics. Verbs or adjectives may receive Uzbek grammatical endings to fit the language’s agglutinative structure. Compound terms are prevalent and often created by linking native words or borrowed stems (e.g., “*havo harakati*” *air traffic*) [Ergashova, 151].

Semantically, English terms prioritize precision and unambiguity, reflecting the global safety and technical communication requirements in aviation. English terminology exhibits strict denotation, minimizing polysemy with specialized meanings for each term in the industry.

Russian aviation terminology shows greater semantic variation due to historical and cultural influences. Several synonyms or near-synonyms coexist, reflecting the evolution of Soviet and modern international aviation lexicon. Semantic shifts have occurred in borrowed terms, occasionally leading to broader or slightly altered meanings compared to the source language.

In Uzbek, semantic adaptation follows two main trajectories: direct transfer of meaning for recent borrowings, often from English, and semantic expansion or modification of older borrowed or native terms. Due to the relative novelty of aviation industry, some technical terms are polysemous or have generalized meanings until standardized usage develops.

English: emphasizes semantic precision and monosemy; aviation terms are context-restricted, rarely ambiguous (*runway, taxiway, altitude*).

Russian: synonymy arises from historical layering (e.g., *самолёт vs. аэроплан*); some borrowed terms widen or narrow in meaning in technical context.

Uzbek: semantic adaptation follows direct transfer for modern borrowings; older borrowed terms often generalize (e.g., *parvoz* meaning both *flight* and *takeoff* in *layman usage*)

Uzbek adjusts borrowed terms with compatible vowel/consonant patterns; e.g., *dispatcher (EN) ≈ dispatcher (UZ)*.

Russian–Uzbek Borrowing Features (Observed in Corpora and Dictionaries)

Russian lexical units are often preserved as is (*aeroport* → *aeroport*), sometimes calqued for local usage.

Compound Russian terms are regularly translated literally, such as *бортовой инженер (flight engineer)* → *bort injeneri*.

Doublets may exist temporarily, such as “*bortmuhandis*” and “*bortmexanik*” both historically used in Uzbek; only one remains in dominant use as specialist language evolves

Table 3. Term Formation Methods: Cross-Language Comparison

Language	Example of Compounding	Example of Borrowing	Example of Neologism/Native Coinage
English	<i>autopilot</i>	—	<i>fly-by-wire</i>
Russian	<i>авианперевозка</i>	<i>лайнep</i> (from EN “liner”)	<i>вертолёт</i> (blend “vertical” + “летать”)
Uzbek	<i>havo yo‘li</i> (airline)	<i>dispatcher, navigator</i>	<i>parvoz bo‘limi</i> (flight department)

Many Russian aviation terms (*aviatsiya, pilot, dispatcher*) are used in Uzbek with minor phonological change or Uzbek suffixes for derivational needs. Phonetic adaptation of borrowed terms in Uzbek involves modification of foreign sounds to fit Uzbek phonological constraints. For example, the English “*pilot*” becomes “*pilot*” [pɪlɔt] but pronounced with Uzbek vowel harmony and consonant

articulation principles. Similarly, Russian terms borrowed into Uzbek often undergo stress and vowel change according to Uzbek phonotactics.

Lexically, Uzbek borrows heavily from Russian due to historical ties but increasingly incorporates English aviation vocabulary in recent decades. Russian borrowings tend to retain morphological structures but are adapted lexically to become comprehensible within Uzbek syntax and semantics. For example, Russian “*авиадвигатель*” (aviation engine) is adopted as “*aviadvigatel*”, but may be accompanied by explanatory modifiers in Uzbek.

Russian borrowings into Uzbek aviation terminology often preserve the original morphological shape yet sometimes undergo partial phonetic adaptation. Many compound Russian terms are calqued or translated literally into Uzbek, leading to hybrid terms that mix Russian-origin stems with Uzbek suffixes.

Moreover, Russian loanwords in Uzbek aviation lexicon exhibit various degrees of integration, ranging from fully assimilated terms used in everyday professional communication to more technical or specialized terms known primarily among experts.

Primarily uses compounding, abbreviation/acronymy, and derivation (suffixation and prefixation) to form new aviation terms in English. The international status of English aviation terminology encourages coinage of precise technical neologisms and widespread use of acronyms.

Employs affixation as a key method alongside compounding and borrowing in Russian. Russian also uses calquing (loan translation) to produce equivalents of foreign terms, adapting them morphologically and syntactically. Derivation creates verbs and adjectives needed for technical descriptions.

In Uzbek uses a blend of direct borrowing (mainly from English and Russian), calquing, and native word-formation mechanisms. Native suffixes help incorporate foreign stems into the agglutinative Uzbek morphology. Uzbek linguists and practitioners actively coin neologisms to express newly emerging aviation concepts, sometimes combining native and borrowed elements.

Table 4: Term Formation Methods in English, Russian, and Uzbek Aviation Terminology

Language	Main Methods of Term Formation	Notes
English	Compounding, Acronymy, Derivation	Internationally standardized, productive
Russian	Affixation, Compounding, Borrowing, Calquing	Morphologically rich, hybrid term creation
Uzbek	Borrowing, Calquing, Native Morphology & Coinage	Adapts foreign terms with suffixes, neologism formation

The results demonstrate that while English, Russian, and Uzbek aviation terminologies share common functions - facilitating precise and effective communication in aviation, they exhibit distinctive morphological, semantic, and phonetic patterns reflecting their respective linguistic and cultural contexts. Uzbek, positioned at the intersection of Turkic linguistic heritage and strong Russian and English influence, displays a dynamic terminological system evolving to accommodate modern technical demands. Understanding these similarities and differences is crucial for advancing terminological standardization and improving cross-linguistic communication in the aviation industry.

IV. DISCUSSION

A comparative research of aviation terminology in English, Russian, and Uzbek indicates both deep-rooted language-specific patterns and current effects resulting from technological globalization.

Morphological, semantic, and etymological analysis reveal a dynamic interplay between internal word production processes and external linguistic borrowing, notably in Uzbek language.

English aviation language is distinguished by its efficiency and brevity, which stems from worldwide standardization imperatives. The use of compound words, abbreviations, and acronyms, such as “runway”, “GPU”(ground power unit), demonstrates an emphasis on precision and operational clarity. Russian, which inherited both worldwide impact and Soviet-era language traditions, maintains high productivity through affixation and compound production while aggressively assimilates new English terminology. In contrast, Uzbek is at a linguistic crossroads: while its agglutinative structure allows for easy adaption of loanwords, the dominance of borrowed forms, particularly from Russian and English, sometimes outpaces the coinage of native counterparts.

According to semantic research, the English aviation lexicon uses clear, context-specific meanings that are consistent with international safety norms. Because synonyms from various historical epochs coexist in Russian, its semantic networks are slightly larger. Uzbek terminology frequently undergo semantic widening or generalization, particularly when new ideas are introduced from worldwide aviation practice sometimes coexisting with Russian or English terms before local standards arise.

Quantitative observations support qualitative findings: loanwords account for more than half of the observed keywords in Uzbek aviation literature, and Russian-origin vocabulary remains substantial even as English impact grows quickly. Phonetic and morphological adaptation in Uzbek is essentially pragmatic, concentrating on intelligibility and ease of integration while maintaining basic agglutinative patterns. Russian borrowings are frequently kept in technical language, although there is a noticeable tendency toward simultaneous borrowing of English terminology, which may replace older Russian loanwords in professional jargon.

The study of word development across languages reveals how they respond to technological advancement. English prefers continuous compounding and shortening to accept new notions quickly. Russian adapts through both direct borrowing and creative derivation (affixation and calquing), resulting in hybrid and occasionally redundant synonyms. Uzbek, in turn, adopts foreign words with local suffixes or, less frequently, native compounding, but with a strong preference for phonetic conformity with global terminology to accommodate current operational realities.

These language patterns have important ramifications for education, translation, and standards in Uzbekistan’s aviation industry. The abundance of unadapted or semi-adapted loanwords can make comprehension difficult for users unfamiliar with Russian or English, emphasizing the importance of systematic native term creation and terminological harmonization. Simultaneously, the global character of aviation needs more expertise in foreign vocabulary, necessitating a pragmatic balance between localization and standardization.

While this study uses dictionary and corpus data as well as comparative language analysis, genuine frequency counts and use patterns may change rapidly owing to legislative modifications and continuous internationalization. Further study might build on larger, up-to-date parallel corpora across the three languages and assess user understanding, term acceptance, and the processes of aviation term standardization in the actual world.

To summarize, the evolution of aviation terminology in English, Russian, and Uzbek demonstrates how technology-driven language contact catalyzes both convergence (through borrowing and international standards) and divergence (through language-specific adaptation), thereby shaping the communication landscape of a globally critical sector.

V. CONCLUSION AND RECOMMENDATIONS

A comparative linguistic research of aviation terminology in English, Russian, and Uzbek reveals that, while the three languages perform a common communication role in the worldwide aviation business, they have unique morphological, semantic, and etymological patterns. English

provides the international standard for the use of compounds, acronyms, and specific specialized meanings. Russian terminology exhibits a combination of native derivational production and long-standing foreign borrowings, with Soviet-era linguistic frameworks frequently coexisting with current English imports. Uzbek aviation vocabulary is especially dynamic, due primarily to substantial borrowing from both Russian and English, phonetic and morphological adaptation, and new efforts at local term development that reflect its agglutinative nature.

Despite significant borrowing, particularly in Uzbek, all three languages strive to maintain clarity, accuracy, and operational functionality, which are critical needs for aviation safety and efficacy. However, variations in term adaptation and standardization can lead to discrepancies in comprehension, particularly among local users and in educational settings.

1 Uzbekistan's national and regional aviation authorities should prioritize the systematic development and standardization of aviation terminology in accordance with international guidelines (e.g., ICAO recommendations), to ensure consistency across education, documentation, and operational contexts.

2. Linguists and subject matter specialists are urged to create and promote contextually acceptable local Uzbek terminology, especially for novel or fast changing aviation ideas, in order to lessen dependency on unsuitable foreign loanwords.

3. Aviation terminology databases and dictionaries should be updated on a regular basis utilizing corpus-based analysis to reflect real usage in operational, technical, and instructional settings, allowing for the timely incorporation of neologisms while avoiding outdated or duplicate borrowings.

4. Targeted training modules for aviation professionals, such as pilots, dispatchers, and air traffic controllers, should include multilingual terminology knowledge and practical exercises to assist users grasp both international and Uzbek words.

5. Future research should use bigger and more diversified multilingual corpora, as well as qualitative methodologies (e.g., practitioner surveys), to evaluate word understanding, preference, and the efficacy of terminology policy in real-world aviation settings.

Implementing these recommendations would improve aviation communication in Uzbekistan, increasing clarity, safety, and conformity with worldwide best practices while retaining linguistic identity and accessible for all stakeholders.

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