

Aliya Seksembayeva^{1*}, Huseyin Kyuchukov²^{1*}Corresponding Author, Doctoral Student, Al-Farabi Kazakh National University, Kazakhstan, Almaty, ORCID: 0009-0001-6550-3210 E-mail: Seksembayeva91@mail.ru²Doctor of Pedagogical Sciences, Professor, Academician of MANPO, Silesian University, Poland, Katowice, ORCID: 0000-0002-1965-8908 E-mail: hkyuchukov@gmail.com**STRUCTURAL AND FUNCTIONAL-SEMANTIC FEATURES OF AVIATION NEOLOGISMS IN ENGLISH**

Abstract. The article examines the structural and functional-semantic features of aviation neologisms in contemporary English professional discourse, focusing on their emergence, consolidation, and variation in use. The study aims to determine how aviation designations are distributed across thematic domains, which structural models and discourse functions they realise, and how their status changes across professional contexts. The material comprises 96 neological units identified in official and industry-specific texts of ICAO, FAA, EASA, and IATA from 2021–2025 and checked against a 2016–2020 baseline and established terminological resources. The analysis combines lexical-semantic and contextual procedures, structural and functional classification, temporal comparison, coding of terminological variants, pragmatic cross-context checking, descriptive statistics, and Pearson's chi-square goodness-of-fit test. The thematic distribution did not differ significantly from an equal five-domain pattern, $\chi^2(4) = 2.54$, $p = .637$, although unmanned aircraft systems, advanced air mobility, and digital management and navigation were descriptively prominent. Functional-semantic differentiation was significant, $\chi^2(4) = 9.94$, $p = .041$, Cohen's $w = .32$, with object-, process-, and technology-oriented units forming the largest groups. Multi-component phrases and abbreviations were recurrent structural patterns. The findings distinguish absolute lexical novelty from later terminological consolidation and link stable professional uptake to repeated use across regulatory, technical, and operational contexts.

Keywords: aviation neologisms; aviation terminology; professional discourse; term formation; terminological variation; consolidation.

For citation: Seksembayeva, A., Kyuchukov, H. Structural and Functional-Semantic Features of Aviation Neologisms in English. *Tiltanyim*, 2026. No.3 (103). Pp. 198-211.

DOI: <https://doi.org/10.55491/2411-6076-2026-3-198-211>

Әлия Асылжанқызы Сексембаева^{1*}, Хусейн Кючуков²^{1*}автор-корреспондент, докторант, Әл-Фараби атындағы Қазақ ұлттық университеті, Қазақстан, Алматы қ., ORCID: 0009-0001-6550-3210 E-mail: Seksembayeva91@mail.ru²педагогика ғылымдарының докторы, профессор, МАНПО академигі, Силезия университеті, Польша, Катовице қ., ORCID: 0000-0002-1965-8908 E-mail: hkyuchukov@gmail.com**АҒЫЛШЫН ТІЛІНДЕГІ АВИАЦИЯЛЫҚ НЕОЛОГИЗМДЕРДІҢ ҚҰРЫЛЫМДЫҚ ЖӘНЕ ФУНКЦИОНАЛДЫҚ-СЕМАНТИКАЛЫҚ ЕРЕКШЕЛІКТЕРІ**

Аңдатпа. Мақалада қазіргі ағылшын тіліндегі кәсіби авиациялық дискурстағы неологизмдердің құрылымдық және функционалдық-семантикалық ерекшеліктері олардың пайда болуы, орнығуы және қолданыстағы жарыспалылығы тұрғысынан қарастырылады. Зерттеудің мақсаты – соңғы кезеңдегі авиациялық атаулардың тақырыптық салалар бойынша таралуын, олардың қандай құрылымдық үлгілер мен дискурстық қызметтерді іске асыратынын, сондай-ақ кәсіби қолданыс аясында мәртебесінің қалай өзгеретінін анықтау. Зерттеу материалы 2021–2025 жылдардағы ICAO, FAA, EASA және IATA ұйымдарының ресми және салалық мәтіндерінен анықталған 96 неологиялық бірліктен тұрады; олардың жаңалығы 2016–2020 жылдардағы базалық материалдармен және қалыптасқан терминологиялық ресурстармен салыстыру арқылы тексерілді. Талдау лексика-семантикалық және контекстік тәсілдерді, құрылымдық және функционалдық жіктеуді, кезеңаралық салыстыруды, терминологиялық варианттарды кодтауды, әртүрлі кәсіби мәтіндердегі қолданысын тексеруді, сипаттамалық статистиканы және Пирсонның χ^2 сәйкестік критерийін қамтыды. Тақырыптық үлестірім бес сала бойынша тең үлестірімнен статистикалық мәнді айырмашылық көрсетпеді, $\chi^2(4) = 2.54$, $p = .637$, дегенмен ұшқышсыз авиациялық жүйелер, жетілдірілген әуе мобильдігі және цифрлық басқару мен навигация бағыттары сандық тұрғыдан алда болды. Функционалдық-семантикалық үлестірімде мәнді айырмашылық анықталды, $\chi^2(4) = 9.94$, $p = .041$, Cohen's $w = .32$; нысан, үдеріс және технология атаулары ең ірі топтарды құрады. Көпкомпонентті терминдік тіркестер мен

аббревиатуралар жиі кездесетін құрылымдық үлгілер болды. Нәтижелер абсолютті лексикалық жаңалық пен кейінгі терминологиялық орнығудың ара-жігін ашып, тұрақты кәсіби қолданыстың терминнің реттеуші, техникалық және операциялық мәтіндерде қайталанып жұмсалыуымен байланысты екенін көрсетті.

Тірек сөздер: авиациялық неологизмдер; авиациялық терминология; кәсіби дискурс; терминжасам; жарыспалы терминдер; терминнің орнығуы.

Сілтеме жасау үшін: Сексембаева Ә.А., Кючуков Х. Ағылшын тіліндегі авиациялық неологизмдердің құрылымдық және функционалдық-семантикалық ерекшеліктері. *Tiltanym*, 2026. №3 (103). 198-211-бб. (ағыл. тілінде)

DOI: <https://doi.org/10.55491/2411-6076-2026-3-198-211>

Алия Асылжанкызы Сексембаева^{1*}, Хусейн Кючуков²

^{1*} автор-корреспондент, докторант, Казахский национальный университет имени аль-Фараби, Казахстан, Алматы, ORCID: 0009-0001-6550-321 E-mail: Seksembaeva91@mail.ru

² доктор педагогических наук, профессор, академик МАНПО, Силезский университет, Польша, г. Катовице, ORCID: 0000-0002-1965-8908 E-mail: hkyuchukov@gmail.com

СТРУКТУРНЫЕ И ФУНКЦИОНАЛЬНО-СЕМАНТИЧЕСКИЕ ОСОБЕННОСТИ АВИАЦИОННЫХ НЕОЛОГИЗМОВ В АНГЛИЙСКОМ ЯЗЫКЕ

Аннотация. В статье рассматриваются структурные и функционально-семантические особенности авиационных неологизмов в современном англоязычном профессиональном дискурсе с акцентом на их возникновение, закрепление и вариативность употребления. Цель исследования – определить распределение новых авиационных обозначений по тематическим областям, выявить реализуемые ими структурные модели и дискурсивные функции, а также проследить изменение их статуса в разных профессиональных контекстах. Материал составили 96 неологических единиц, выявленных в официальных и отраслевых текстах ICAO, FAA, EASA и IATA за 2021–2025 годы, проверенных по базовому периоду 2016–2020 годов и устоявшимся терминологическим ресурсам. Анализ объединяет лексико-семантические и контекстные процедуры, структурную и функциональную классификацию, временное сопоставление, кодирование терминологических вариантов, проверку употребления в разных типах профессиональных текстов, описательную статистику и критерий согласия χ^2 Пирсона. Тематическое распределение статистически не отличалось от равномерного распределения по пяти областям, $\chi^2(4) = 2.54$, $p = .637$, хотя на описательном уровне выделялись беспилотные авиационные системы, передовая воздушная мобильность и цифровое управление и навигация. Функционально-семантическое распределение оказалось статистически значимым, $\chi^2(4) = 9.94$, $p = .041$, Cohen's $w = .32$; наиболее крупные группы составили единицы, называющие объекты, процессы и технологии. Среди структурных моделей регулярно встречались многокомпонентные терминологические словосочетания и аббревиатуры. Результаты позволяют разграничить абсолютную лексическую новизну и последующую терминологическую консолидацию и показывают, что устойчивое профессиональное закрепление связано с повторным употреблением единиц в нормативных, технических и операционных контекстах.

Ключевые слова: авиационные неологизмы; авиационная терминология; профессиональный дискурс; терминообразование; терминологическая вариативность; закрепление термина.

Для цитирования: Сексембаева А.А., Кючуков Х. Структурные и функционально-семантические особенности авиационных неологизмов в английском языке. *Tiltanym*, 2026. №3 (103). С. 198-211. (на англ. яз.)

DOI: <https://doi.org/10.55491/2411-6076-2026-3-198-211>

Introduction

The vocabulary of aviation changes together with the technologies, operational practices, and regulatory frameworks that organise the sector. The expansion of unmanned aircraft systems, advanced air mobility, digital air traffic management, environmentally oriented technologies, and new forms of safety regulation has created concepts for which established aviation terminology has not always provided an adequate designation. As these concepts enter professional circulation, new lexical and terminological units emerge, existing forms acquire more specialised meanings, and competing designations may coexist before one form becomes standard. Aviation neology therefore reflects not only lexical renewal but also changes in the conceptual organisation of professional knowledge.

This process became particularly visible between 2021 and 2025. Designations such as *UAS*, *U-space*, *advanced air mobility*, *sustainable aviation fuel*, *trajectory-based operations*, and *remote ID* became increasingly prominent in regulatory, technical, and industry-specific materials. Their linguistic significance, however, cannot be established solely from their presence in recent documents. A

designation may be genuinely new, may represent a specialised reinterpretation of an earlier form, or may simply have become more visible because of changing institutional priorities. For this reason, the analysis of recent aviation neologisms requires comparison with earlier professional usage and attention to the contexts in which new units become established.

The practical relevance of such analysis is also connected with the range of communicative settings in which aviation terminology operates. Regulatory documents provide evidence of institutional recognition, but professional uptake also becomes visible in implementation guidance, operational manuals, technical notices, safety materials, and other texts used in aviation practice. The movement of a designation across these contexts is important for distinguishing occasional innovation from a unit that is becoming part of shared professional vocabulary. Temporal distribution is equally informative: a term recorded repeatedly across several years has a different status from a form confined to a short period or a limited set of documents.

Research on neology, terminology, specialised discourse, and aviation English has provided a substantial basis for describing lexical innovation in professional language. Aviation vocabulary has commonly been examined from the perspectives of technical communication, translation, standardisation, corpus linguistics, and English for Specific Purposes. Less attention has been paid to the combined relationship between the thematic concentration of recent aviation neologisms, their structural formation, their functional-semantic roles, and the way they become established over time. Terminological variation presents an additional issue. International aviation organisations may use different forms for closely related or identical concepts, while full forms and abbreviations may circulate in parallel. Without taking such variation into account, the emerging terminological system may appear more uniform than it is in actual professional use.

The present study addresses this gap by examining aviation neologisms as a developing layer within English-language professional aviation discourse. In this article, *aviation neologisms* refers to recently emerging units or established linguistic forms that have acquired a new aviation-specific meaning, whereas *aviation terminology* denotes the broader specialised lexical system in which these units may subsequently become consolidated. The expression *professional designation* is used only when referring to the naming function performed by a particular unit in context. Maintaining this distinction is necessary because not every recent designation has the same degree of terminological stability.

The aim of the study is to identify the structural and functional-semantic features of English aviation neologisms and to examine the conditions under which they become established in contemporary professional discourse. Four objectives follow from this aim: to identify neological units attested in aviation materials from 2021–2025 and distinguish them from terminology already established in the 2016–2020 baseline period; to classify the selected units according to thematic domain, structural type, and functional-semantic role; to examine their temporal distribution and degree of consolidation within the study period; and to analyse terminological variation and the use of selected units across different types of professional aviation texts.

The object of the study is English-language aviation neologisms attested in contemporary professional discourse. The subject is their thematic distribution, structural organisation, functional-semantic roles, temporal consolidation, and patterns of terminological variation.

The contribution of the study lies in examining these dimensions in an integrated manner rather than treating recent aviation vocabulary as a set of isolated lexical innovations. The 96 selected units are examined as elements of an emerging system in which thematic domain, linguistic form, professional function, temporal stability, and variation are interrelated. Comparison with earlier usage provides a basis for distinguishing recent developments from terminology already established before 2021, while analysis across professional contexts allows documentary attestation to be considered alongside broader patterns of professional uptake.

Theoretically, this perspective contributes to the description of sector-specific neology as part of the interaction between linguistic change, professional knowledge, and terminological development. Practically, the findings may support the systematisation of aviation terminology, specialised lexicography, translation, aviation English and ESP instruction, and the interpretation of recently

emerging terminology in professional communication.

Materials and methods

The study was based on a corpus of 96 English-language aviation neologisms identified in official and industry-specific materials published by ICAO, FAA, EASA, and IATA between 2021 and 2025. The period was selected because it covers the rapid institutionalisation of unmanned aircraft systems, advanced air mobility, digital air traffic management, new environmental technologies, and related regulatory practices. The main corpus included regulatory and guidance documents, technical and explanatory materials, industry reports, analytical publications, and terminological resources issued by the four organisations.

For the purposes of this study, an aviation neologism was defined as a lexical or terminological unit that was absent or only marginally represented in the selected pre-2021 aviation sources, or that acquired a new, clearly identifiable aviation-specific meaning during the study period. *Aviation term* was used as the broader category for established specialised vocabulary, whereas *professional designation* referred to the naming function of a unit in a particular professional context. This distinction was maintained throughout the analysis.

Identification of neological status involved three consecutive checks. First, a candidate unit had to designate a concept, object, process, technology, regulatory mechanism, or infrastructure element directly related to aviation. Second, its novelty was verified against earlier terminology and usage. Candidate units were checked against the ICAOTERM terminology database, the ICAO Lexicon (Doc 9294), the FAA Pilot/Controller Glossary, and archived ICAO, FAA, EASA, and IATA materials published between 2016 and 2020. A unit was retained if it was not attested, occurred only sporadically in the baseline material, or represented an established form used with a new specialised meaning after 2020. Third, each unit had to occur in at least two independent documents. Organisation-specific labels, isolated authorial formations, and one-off uses were excluded.

Materials from 2016–2020 served as a reference corpus and were not included in the final set of 96 units. This baseline was used to distinguish recent designations from terminology already established before 2021 and to compare their circulation across the two periods. Because the documents differed in length, temporal comparisons were based on document frequency, that is, the proportion of documents in which a unit occurred, rather than on raw token counts alone. Within the 2021–2025 corpus, occurrences were also recorded by year. Usage in 2021–2022 was compared with 2024–2025, with 2023 treated as an intermediate point, allowing more persistent units to be distinguished from designations with limited or short-lived circulation.

Terminological variation was coded separately. Where ICAO, FAA, EASA, or IATA materials contained alternative forms referring to the same concept, the forms were linked to a common conceptual referent and treated as parallel or competing designations. Full forms and abbreviations were likewise cross-referenced. The corpus count therefore refers to attested linguistic forms, while relations between conceptually equivalent variants constituted an additional analytical layer. To assess whether the selected units extended beyond policy and analytical texts, their use was additionally checked in operational manuals, implementation guidance, technical notices, safety-related materials, and other publicly available professional documents. Where relevant, the FAA Pilot/Controller Glossary was also used to verify operational terminology associated with pilot-controller communication. This pragmatic check made it possible to distinguish documentary occurrence from broader professional uptake.

The analysis proceeded in three stages. Candidate units were first extracted and screened against the inclusion criteria. Their meanings, conceptual relations, and contextual functions were then established through lexical-semantic and contextual analysis. Finally, the retained units were classified according to thematic domain, structural type, and functional-semantic role. The thematic categories comprised unmanned aircraft systems, advanced air mobility, digital management and navigation, safety and regulation, and environmental transformation. Structural coding distinguished single-word units, abbreviations, terminological phrases, and hybrid formations. Functional coding covered designations of objects, processes, technologies, regulatory regimes, and infrastructural or interactional elements.

Descriptive statistics were used to summarise category frequencies and percentages. For mutually exclusive categorical distributions, Pearson's chi-square goodness-of-fit test was applied to determine

whether the observed frequencies differed significantly from an equal-distribution model. Statistical significance was set at $p < .05$, and Cohen's w was used to estimate effect size. These procedures complemented the qualitative analysis and provided a formal basis for interpreting differences in the distribution of neologisms across thematic, structural, and functional categories.

Literature review

The emergence of new terminological units is closely connected with changes in the conceptual structure of specialised domains. New objects, procedures, technologies, and regulatory arrangements create a need for designations that can encode distinctions not previously required in professional communication. Humbley (2018) emphasises that term formation is a process rather than a single act: new units may arise through word-formation, semantic change, borrowing, abbreviation, and other mechanisms before becoming stabilised in professional use. A cognitive perspective adds that terms should be treated not only as lexical labels but also as units through which specialised knowledge is organised. Faber (2012) therefore approaches terminology in relation to conceptual structure, knowledge representation, and contextual information. These positions are particularly relevant to aviation, where the introduction of a new designation often reflects both the appearance of a new referent and a reorganisation of relations among existing concepts.

Kazakhstani terminology studies provide an important theoretical basis for this interpretation. Aitbaiuly (2014) and Kurmanbaiuly (2014) describe terminology as a system that develops together with specialised knowledge and is shaped by principles of nomination, codification, and the resources of the language. Suleimenova (2011) situates linguistic renewal within broader social and scientific change, while Syzdyq (2009) treats lexical innovation as part of the natural dynamics of the language system. Azamatova (2012) develops the relationship between term and knowledge more explicitly by treating the term as a carrier of specialised information and as an element of professional-scientific communication. Her analysis is especially significant for the present study because it links the informational potential of a term with its internal structure, derivational form, abbreviation, and ability to organise professional knowledge. From this perspective, structural form is not an external feature of a term: it contributes to the way specialised information is compressed, differentiated, and transmitted.

The cognitive-pragmatic line of Kazakh terminology research further shifts attention from the isolated lexical unit to the processes of professional cognition and discourse in which terminology operates. Isakova, Zerkina, and Ermekbayeva (2023) describe the term as a cognitive-informational structure that verbalises professional-scientific knowledge and functions within professional discourse. Aidarbek, Imanberdiyeva, and Abdullina (2025) likewise connect terminological nomination with the interaction of language and thinking and draw attention to alternative naming forms and their competition within a specialised sphere. Nurmysheva (2013), examining terminological translation as a discourse problem, shows that the relation between a term, its concept, definition, and motivation is mediated by cognitive and communicative processing rather than by formal substitution alone. Together, these studies support an understanding of terminological change as a process in which naming, conceptualisation, professional use, and discursive acceptance are interdependent.

Recent Kazakhstani research also highlights the institutional and usage-based dimensions of terminological development. Aldasheva, Kondybayeva, and Serikbayeva (2021) address the codification of neologisms and the need to distinguish units that enter stable normative use from those that remain occasional. Zhambylkyzy and Yessaly (2021) examine the incorporation of borrowed units into the lexical system, showing that the expansion of terminology is related to adaptation as well as nomination. Corpus-oriented work by Ormanova, Anafinova, and Atanasova-Divitakova (2021) demonstrates the value of textual evidence for identifying frequency, combinability, and patterns of professional use. Aubakirova, Kurmanbayuly, and Atygayeva (2024) examine the entry of new linguistic terms into contemporary scientific discourse, while Bissengali et al. (2025) connect new word usages with cognitive mechanisms. These approaches indicate that neological status cannot be established solely from formal novelty; evidence of context, recurrence, and degree of acceptance is also required.

Terminological variation is therefore a central issue in the study of an emerging specialised vocabulary. A concept may circulate under a full form and an abbreviation, under institutionally

preferred alternatives, or through partially overlapping labels whose meanings are not completely identical. Aidarbek, Imanberdiyeva, and Abdullina (2025) explicitly relate alternative forms to the selection and competition of naming strategies, while Faber's (2012) knowledge-based approach explains why apparently synonymous terms may encode different conceptual perspectives or levels of specificity. Variation should consequently be analysed at the level of the conceptual referent and communicative context, not through raw form counts alone. This distinction is essential for aviation, where international organisations operate within a shared professional domain but may differ in terminological preferences, regulatory scope, and degree of formalisation. The movement from variation toward standardisation is thus better understood as a gradual process of repeated institutional use and conceptual stabilisation.

The discourse environment in which a term appears is equally important. Storjohann (2025) shows that neologisms can function as indicators of broader institutional and discursive change rather than merely as names for new objects. In specialised communication, this means that a designation gains analytical significance not only because it occurs in a recent text but also because it moves across document types and becomes usable in recurring professional tasks. Peixoto's (2023) corpus-based analysis of aeronautical meteorology terminology demonstrates the value of validating candidate terms through institutional and specialised corpora. Zhao (2024), in a multidimensional corpus study of Aviation English, likewise identifies precision, concision, and register-specific linguistic organisation as important features of aviation communication. These findings support the need to examine aviation neologisms across regulatory, technical, guidance, and operational materials rather than treating official occurrence in a single source as sufficient evidence of consolidation.

Research on rapidly developing aviation-related domains illustrates why such a multidimensional approach is necessary. Work on emerging scientific naming shows that formal innovation and semantic reorganisation often operate together when new objects and processes require designation (Ibáñez, Pérez Sobrino, 2024). In advanced air mobility, technological development is accompanied by new categories of vehicles, services, infrastructure, and operational models, all of which require stable professional labels (Smith et al., 2024). Environmental transformation produces a comparable effect: the institutionalisation of sustainable aviation fuel is linked to the wider decarbonisation agenda of the aviation sector (Wang, Ting, Zhao, 2024). These examples show that contemporary aviation neology is generated at the intersection of technology, regulation, infrastructure, and policy, which helps explain why its lexical structure includes not only names of objects but also process, system, monitoring, and institutional designations.

Taken together, previous studies provide strong foundations for analysing term formation, knowledge representation, professional discourse, corpus evidence, and sector-specific linguistic change. However, these strands have usually been investigated separately. Recent English aviation neologisms remain insufficiently described through a framework that simultaneously distinguishes recent prominence from absolute novelty, relates thematic domain to structural and functional-semantic organisation, tracks temporal consolidation, records competing or parallel designations, and tests whether selected units extend beyond strategic documentation into broader professional use. This gap is especially important in a highly standardised international field, where a designation may appear before a technology is fully implemented and may coexist with competing forms before becoming institutionally preferred. The present study addresses this gap by combining structural, semantic, temporal, variation-based, and pragmatic evidence in the analysis of 96 aviation neological units and by comparing the 2021–2025 material with a 2016–2020 baseline.

Results and discussions

Thematic distribution and the concentration of recent aviation designations

The 96 units retained for the main analysis were distributed across five thematic domains: unmanned aircraft systems, advanced air mobility, digital management and navigation, safety and regulation, and environmental transformation. The descriptive ranking was clear, but the differences were modest. Unmanned aircraft systems accounted for 24 units (25.0%), followed by advanced air mobility with 21 (21.9%), digital management and navigation with 19 (19.8%), safety and regulation with 17 (17.7%), and environmental transformation with 15 (15.6%). The thematic composition of the

corpus is summarised in Table 1, which presents the distribution of the 96 units across the five identified domains together with representative examples.

Table 1 – Thematic Distribution of Aviation Neological Units in the Corpus

Кесте 1 – Корпустағы авиациялық неологиялық бірліктердің тақырыптық үлестірімі

Таблица 1 – Тематическое распределение авиационных неологических единиц в корпусе

<i>Thematic domain</i>	<i>n</i>	<i>Share, %</i>	<i>Representative units</i>
Unmanned aircraft systems	24	25.0	UAS traffic management; remote pilot station; detect-and-avoid; drone corridor
Advanced air mobility	21	21.9	advanced air mobility; eVTOL; vertiport; air taxi
Digital management and navigation	19	19.8	digital tower; trajectory-based operations; AI-assisted flight operations; autonomous flight systems
Safety and regulation	17	17.7	remote ID; geo-awareness; U-space service provider; risk-based oversight
Environmental transformation	15	15.6	sustainable aviation fuel; net-zero aviation; green taxiing; hydrogen-powered aircraft
Total	96	100.0	—

Note. Goodness-of-fit test against an equal five-category distribution: $\chi^2(4) = 2.54$, $p = .637$, Cohen's $w = .16$.

The inferential result is important for interpreting Table 1. Although the first three domains contain more units than the remaining two, the distribution does not differ significantly from an equal five-category pattern, $\chi^2(4) = 2.54$, $p = .637$. The thematic profile should therefore not be described as sharply uneven or as evidence that one branch of aviation overwhelmingly drives lexical renewal. A more defensible interpretation is that recent terminology is spread across several areas of sectoral change, with a descriptive concentration in unmanned systems, advanced air mobility, and digital management.

The character of the units nevertheless differs across domains. In unmanned aviation, designations such as UAS traffic management, remote pilot station, detect-and-avoid, and drone corridor encode the management, control, safety, and spatial organisation of operations rather than the aircraft alone. Advanced air mobility is more strongly associated with names for new vehicles, services, and infrastructure, including eVTOL, vertiport, and air taxi. Digital management and navigation is dominated by process- and system-oriented expressions, whereas the safety and regulation block gives greater weight to monitoring, identification, institutional responsibility, and access to airspace. Environmental vocabulary, by contrast, links nomination with decarbonisation, alternative energy, and operational efficiency. The same overall level of thematic representation therefore masks different conceptual tasks performed by the terminology in each domain.

This pattern supports the view that specialised neology develops in response to changes in professional knowledge rather than through isolated lexical invention. Humbley (2018) treats term formation as a process in which linguistic form is shaped by the conceptual requirements of a specialised field, while Storjohann (2025) emphasises the role of neologisms in signalling wider institutional change. The present corpus follows both tendencies: technological change generates new referents, but regulatory and organisational change also creates a need for new or newly stabilised designations.

Structural organisation and formation patterns

Structural coding distinguished four recurrent patterns: multi-component terminological phrases, abbreviations, single-word designations, and hybrid formations. Their distribution across the corpus was not uniform in functional terms. Multi-component phrases were especially characteristic of unmanned

aircraft systems and digital management, where a designation often has to encode the object or process together with its operational, technological, or regulatory specification. UAS traffic management, trajectory-based operations, AI-assisted flight operations, and remote pilot stations illustrate this tendency. The structure of these units is semantically economical despite their length: each modifier narrows the concept and reduces ambiguity in a domain where terminological precision is operationally important.

Abbreviation operates differently. Forms such as AAM, UAS, UTM, and SAF compress already interpretable multi-word designations and facilitate repeated use in regulatory, technical, and professional texts. Their function is therefore not simply shortening. Once the expanded form has been established, the abbreviation becomes a stable textual handle for a concept that recurs across documents. This is consistent with Zhao's (2024) description of Aviation English as a register shaped by precision, concision, and standardisation. In the present material, abbreviation is most informative when considered together with the full form rather than as a separate conceptual unit.

Single-word formations are most visible where the referent can be lexicalised as a discrete object or infrastructural element. Vertiport is the clearest example in the corpus: the unit is compact, structurally transparent within the emerging mobility domain, and capable of functioning independently once the concept becomes familiar. Hybrid formations occur where aviation terminology intersects with digital technology, environmental policy, and transport logistics. Their analytical value lies less in frequency than in showing how aviation imports and recombines naming resources from neighbouring professional domains. The structural results also clarify an issue that was obscured in the earlier version of the analysis. A long expression is not necessarily less established than a short one, and an abbreviation is not automatically evidence of greater novelty. Structural form and terminological status describe different properties. The relevant question is how a form functions in professional communication and whether its use becomes stable across documents and contexts.

Functional-semantic distribution

Functional classification produced a clearer quantitative contrast than thematic classification. Of the 96 units, 28 (29.2%) named new or newly differentiated objects, 22 (22.9%) designated processes, 21 (21.9%) named technologies, 15 (15.6%) referred to regulatory regimes or monitoring mechanisms, and 10 (10.4%) denoted infrastructural elements or formats of interaction. Unlike the thematic distribution, this pattern departed significantly from an equal five-category distribution, $\chi^2(4) = 9.94$, $p = .041$, with a moderate effect size (Cohen's $w = .32$). The difference is driven mainly by the larger object/process/technology groups and the smaller infrastructural group. The functional-semantic classification yielded a more differentiated distribution of the corpus; the frequencies, proportions, representative units, and their primary discourse functions are presented in Table 2.

Table 2 – Functional-Semantic Distribution and Representative Units

Кесте 2 – Функционалдық-семантикалық үлестірім және репрезентативті бірліктер

Таблица 2 – Функционально-семантическое распределение и репрезентативные единицы

<i>Functional type</i>	<i>n</i>	<i>Share, %</i>	<i>Representative units</i>	<i>Primary discourse function</i>
Naming an object	28	29.2	eVTOL; remote pilot station; hydrogen-powered aircraft	identifies a technical object, vehicle type, or control element
Naming a process	22	22.9	detect-and-avoid; trajectory-based operations; green taxiing	encodes an operational procedure or management logic
Naming a technology	21	21.9	digital tower; autonomous flight systems; sustainable aviation fuel	identifies a technological solution or system
Regulatory regime / monitoring	15	15.6	remote ID; risk-based oversight; U-space service provider	defines monitoring, supervisory, or institutional arrangements

<i>Functional type</i>	<i>n</i>	<i>Share, %</i>	<i>Representative units</i>	<i>Primary discourse function</i>
Infrastructure / interaction	10	10.4	vertiport; drone corridor; advanced air mobility network	organises space, infrastructure, or interaction among actors

Note. Goodness-of-fit test against an equal five-category distribution: $\chi^2(4) = 9.94$, $p = .041$, Cohen's $w = .32$.

To make the differences between the functional-semantic categories more transparent, their quantitative distribution is visualised in Figure 1.

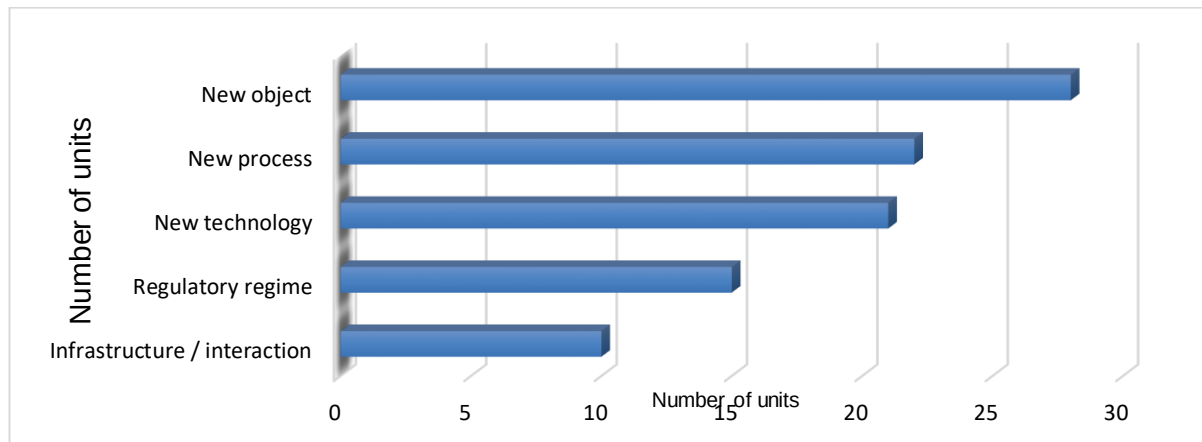


Figure 1 – Functional-Semantic Distribution of the 96 Units

Сурет 1 – 96 бірліктің функционалды-семантикалық үлестірімі

Рисунок 1 – Функционально-семантическое распределение 96 единиц

The largest functional group contains designations for objects and materially identifiable components of the changing aviation system. eVTOL, remote pilot station, and hydrogen-powered aircraft differ semantically, but all lexicalise entities that must be distinguished from previously established categories. Process terms form the second group. Detect-and-avoid, trajectory-based operations, and green taxiing name procedures or operational logics rather than artefacts, which explains the high proportion of multi-component structures in this category.

Technology terms occupy a similar share. Their function is to stabilise a technical solution as a recognisable professional concept: digital tower and autonomous flight systems are examples in which the designation packages both the technological basis and the operational application. Regulatory units are fewer, but they are disproportionately important for institutional communication. Remote ID, risk-based oversight, and U-space service providers do not merely describe technology; they define who or what is monitored, by which mechanism, and within which regulatory arrangement. The smallest group concerns infrastructure and interaction. Vertiport, drone corridor, and advanced air mobility network encode the spatial organisation that allows new vehicles and procedures to operate as part of a wider transport system.

The significant functional distribution therefore does not indicate that aviation neology is simply technology-driven. The larger object and technology groups show the material side of innovation, whereas the process and regulatory groups reveal how the same changes are operationalised and institutionally controlled. This distinction strengthens the interpretation of aviation neologisms as units that organise professional knowledge, not merely names attached to new equipment.

Temporal status, professional uptake, and terminological variation

The comparison with the 2016–2020 baseline showed that recent prominence and absolute lexical novelty are not the same phenomenon. Some expressions that became highly visible in 2021–2025 had already been attested during the baseline period and therefore cannot be treated as post-2020 coinages

solely on the basis of their later frequency. The relevant distinction is between first attestation, renewed institutional salience, and consolidation in professional use. This was particularly important for terms associated with unmanned traffic management, U-space, and advanced air mobility, where technical concepts and labels began to circulate before the corresponding regulatory or operational frameworks became fully established.

For that reason, temporal interpretation was conservative. A unit was treated as evidence of recent neological development only when the baseline check showed absence, marginal representation, or a demonstrably new aviation-specific use. Earlier forms that became substantially more prominent after 2020 were interpreted as cases of terminological consolidation rather than as newly coined words. This distinction prevents the 2021–2025 corpus from being read as a list of first occurrences and better reflects how specialized terminology develops: professional labels may precede large-scale implementation by several years, while their status changes as they move from technical discussion to regulatory and operational use.

The temporal pattern identified in the corpus is summarised in Figure 2, distinguishing earlier attestation from increased post-2020 prominence and subsequent consolidation in professional use.

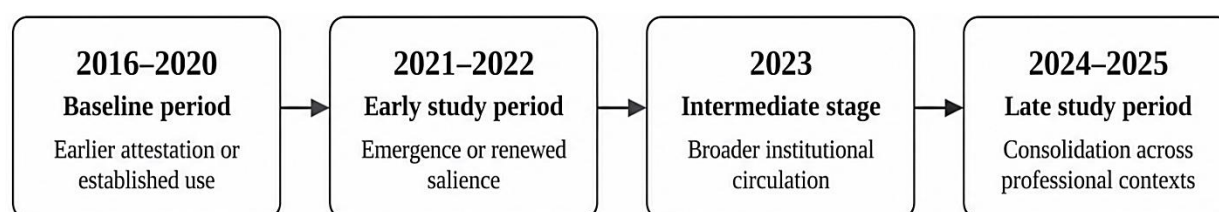


Figure 2 – Temporal Status and Consolidation of Aviation Neological Units across the Study Periods

Сурет 2 – Зерттеу кезеңдеріндегі авиациялық неологиялық бірліктердің уақыттық мәртебесі мен орнығуы

Рисунок 2 – Временной статус и закрепление авиационных неологических единиц по периодам исследования

The pragmatic check produced a related result. Units such as remote ID, U-space service provider, and UTM occur not only in strategic or analytical publications but also in implementation guidance, operational material, technical notices, and terminology used for routine professional reference. Their distribution across these document types indicates a shift from conceptual discussion toward practical uptake. By contrast, units confined to a narrow set of forward-looking or analytical documents were interpreted more cautiously, since documentary visibility alone does not demonstrate terminological stability. This difference is important for ESP and specialised lexicography: a term that occurs across regulatory and operational contexts has a stronger claim to inclusion in a professional glossary than an isolated innovation with limited circulation.

Terminological variation was also evident at two levels. The first involved full-form and abbreviated pairs, such as advanced air mobility/AAM, unmanned aircraft system/UAS, UAS traffic management/UTM, and sustainable aviation fuel/SAF. These pairs refer to the same concept but perform different textual functions; they were therefore cross-referenced rather than interpreted as independent concepts. The second level involved near-equivalent labels whose scope depends on institutional and communicative context. In the unmanned aviation domain, for example, UAS, UAV, and drone can overlap in reference but are not fully interchangeable in regulatory writing. Such forms did not collapse automatically. They were treated as equivalent only where contextual evidence supported the same conceptual referent.

This variation explains why terminological competition cannot be assessed by raw frequency alone. A more frequent form may reflect the preferences of a particular organisation, document type, or level of technical formality. The movement toward standardisation is visible when one designation is used consistently across organisations and document genres, or when a full form and its abbreviation become a stable pair. The corpus therefore suggests that standardisation in aviation proceeds through

both lexical selection and institutional repetition.

Relationship between thematic domain, structure, and function

The three analytical dimensions become most informative when considered together. Thematic domain constrains the concepts that require naming; structural form packages those concepts for professional use; functional-semantic role shows what the designation does within discourse. The relationship is summarised in Table 3.

Table 3 – Cross-Dimensional Relationship between Domain, Structural Pattern, and Function
Кесте 3 – Тақырыптық сала, құрылымдық үлгі және қызмет арасындағы өзара байланыс
Таблица 3 – Взаимосвязь тематической области, структурной модели и функции

<i>Thematic domain</i>	<i>Recurrent structural pattern</i>	<i>Main functional emphasis</i>	<i>Representative units</i>
Unmanned aircraft systems	multi-component phrases; abbreviations	management, safety, coordination, control	UAS traffic management; detect-and-avoid; remote pilot station
Advanced air mobility	single-word forms; abbreviations; phrases	vehicles, services, urban aviation infrastructure	eVTOL; vertiport; advanced air mobility
Digital management and navigation	multi-component phrases	processes, algorithms, digital control	digital tower; trajectory-based operations; AI-assisted flight operations
Safety and regulation	multi-component phrases; shortened forms	monitoring, institutional roles, regulatory regimes	remote ID; U-space service provider; risk-based oversight
Environmental transformation	multi-component phrases	energy solutions, decarbonisation, operational efficiency	sustainable aviation fuel; net-zero aviation; green taxiing

The unmanned aircraft domain combines expanded phrases with abbreviated forms because the terminology must identify both systems and the procedures that coordinate them. Advanced air mobility shows a different balance: compact forms such as eVTOL and vertiport coexist with broader category labels because the discourse must name discrete objects while also organising them within a new mobility model. Digital management favours multi-component phrases because the named concepts are often procedural and relational. Safety and regulation places greater emphasis on monitoring and institutional roles, while environmental terminology links technological naming with policy-oriented concepts such as decarbonisation and efficiency.

This cross-dimensional pattern is more informative than any single frequency table. The same structural mechanism can perform different functions in different domains, and the same function can be realised through different forms. Abbreviation, for example, contributes to textual economy in both AAM and UAS discourse, but its role depends on the degree to which the underlying concept has already been established. Similarly, multi-component phrases may name a process, a regulatory regime, or a technology. The relationship between structure and function is therefore systematic but not one-to-one.

Taken together, the results support a restrained interpretation of contemporary aviation neology. The corpus does not show one overwhelmingly dominant thematic source of new vocabulary; rather, lexical and terminological renewal is distributed across several areas of sectoral change. Functional differentiation is clearer, with object-, process-, and technology-oriented units forming the largest groups. Structural choices reflect the communicative demands of specialised aviation discourse, while temporal and pragmatic checks show that professional consolidation must be distinguished from first coinage. This combination of thematic, structural, functional, temporal, and contextual evidence gives a more reliable account of how recent aviation designations enter and stabilise within professional English.

Conclusion

The study demonstrates that recent English aviation neology is best understood not as a collection of isolated new words but as a developing layer of professional nomination shaped by technological, regulatory, environmental, and operational change. The 96-unit corpus did not reveal a statistically uneven thematic distribution across the five domains, $\chi^2(4) = 2.54$, $p = .637$, although unmanned aircraft systems, advanced air mobility, and digital management and navigation were descriptively the largest groups. This result is important because it suggests that lexical renewal is not driven by one single branch of aviation; rather, it accompanies several parallel transformations within the sector.

Structural and functional evidence provides a clearer account of how this renewal is organised. Multi-component terminological phrases and abbreviations were the most recurrent structural patterns, reflecting the need to combine semantic precision with economy in repeated professional use. Functional-semantic differentiation was statistically significant, $\chi^2(4) = 9.94$, $p = .041$, Cohen's $w = .32$: designations of objects, processes, and technologies formed the largest groups, while regulatory and infrastructural units, although fewer, performed distinct organisational and institutional functions. The relationship between domain, structure, and function is therefore systematic but not one-to-one: similar structural models may serve different communicative purposes, and the same functional role may be realised through different linguistic forms.

The temporal and pragmatic analysis further shows that recent prominence should not be equated with absolute lexical novelty. Comparison with the 2016–2020 baseline made it possible to distinguish newly emerging units from earlier designations that acquired stronger institutional visibility and became consolidated after 2020. The examples of UTM and SAF illustrate this process particularly clearly: their importance lies not simply in their abbreviated form, but in the way the corresponding concepts have become embedded in regulatory, technical, and operational discourse. Terminological variation also remains part of this development. Full forms and abbreviations may function as stable pairs, whereas near-equivalent forms such as UAS, UAV, and drone may retain different scopes depending on institutional and communicative context. Standardisation therefore emerges through repeated professional use, conceptual differentiation, and institutional selection rather than through lexical frequency alone.

The study contributes to sector-specific neology by integrating thematic, structural, functional-semantic, temporal, and pragmatic evidence within a single analytical framework. At the same time, its conclusions are limited by the size of the corpus, its focus on English-language materials, and the predominance of publicly available institutional and industry documents; the pragmatic analysis does not constitute direct observation of spoken professional interaction. Further research should extend the corpus, compare aviation terminology across languages and organisations, and examine longer diachronic trajectories of competing designations. Such work would clarify how emerging professional labels move from initial nomination through variation and institutional uptake toward broader terminological consolidation.

References

- Ajdarbek, Q.Zh., Imanberdieva, A.B., Abdullina, N.U. (2025) Terminologijalyq atalym uderisindegi til men ojlaudyng birtastygy maseleleri. Bulletin of L.N. Gumilyov Eurasian National University. Philology Series, 150(1), 19–29. [Aidarbek, Q.Zh., Imanberdiyeva, A.B., Abdullina, N.U. (2025) Problems of the unity of language and thinking in terminological nomination. Bulletin of L.N. Gumilyov Eurasian National University. Philology Series, 150(1), 19–29.] <https://doi.org/10.32523/2616-678X-2025-150-1-19-29> (in Kazakh)
- Ajtbajuly, U. (2014) Osnovy kazahskoj terminologii. Almaty: Abzal-Aj. [Aitbaiuly, U. (2014) Foundations of Kazakh terminology. Almaty: Abzal-Ai.] (in Russian)
- Aldasheva, K.S., Kondybayeva, R.Zh., Serikbayeva, A.D. (2021) Potential possibilities of codification of neologisms in the modern Kazakh language. Eurasian Journal of Philology: Science and Education, 184(4). <https://doi.org/10.26577/EJPh.2021.v184.i4.ph1> (in English)
- Aubakirova, A.E., Kurmanbajuly, Sh., Atygaeva, K.M. (2024) Novye lingvisticheskie terminy v sovremennom kazahskom jazyke. Eurasian Journal of Philology: Science and Education, 194(2), 4–13. [Aubakirova, A.E., Kurmanbaiuly, Sh., Atygaeva, K.M. (2024) New linguistic terms in the modern Kazakh language. Eurasian Journal of Philology: Science and Education, 194(2), 4–13.] <https://doi.org/10.26577/EJPh.2024.v194.i2.ph01> (in Russian)
- Azamatova, A.H. (2012) Specifika terminologicheskoy informacii. Vestnik KazNU. Seriya filologicheskaja, 3(137),

67–70. [Azamatova, A.Kh. (2012) Specificity of terminological information. *KazNU Bulletin. The philological series*, 3(137), 67–70.] (in Russian)

Bisengali, A.Z.-G., Burkitbaeva, Sh.D., Mankeeva, Zh.A., Kulmanov, S.K. (2025) Kognitivnye osnovy novykh slovopotrebleniy v sovremennykh kazahskom, tureckom i tuvinskom yazykah. *Novye issledovaniya Tuvy*, (2), 200–215. [Bisengali, A.Z.-G., Burkitbayeva, Sh.D., Mankeyeva, Zh.A., Kulmanov, S.K. (2025) Cognitive foundations of new word usages in modern Kazakh, Turkish and Tuvan languages. *Novye issledovaniya Tuvy*, (2), 200–215.] <https://doi.org/10.25178/nit.2025.2.11> (in Russian)

Faber, P. (2012) A cognitive linguistics view of terminology and specialized language. De Gruyter Mouton. <https://doi.org/10.1515/9783110277203> (in English)

Humbley, J. (2018) Term formation and neology. In J. Humbley, G. Budin, C. Laurén (Eds.). *Languages for special purposes: An international handbook* (Pp. 437–452). De Gruyter. <https://doi.org/10.1515/9783110228014-022> (in English)

Ibáñez, M.S., Pérez Sobrino, P. (2024) Name it till you mean it: Intersections between formal and semantic neological procedures in naming emerging pandemic objects in Spanish. *Language & Communication*, 99. <https://doi.org/10.1016/j.langcom.2024.10.010> (in English)

Isakova, S.S., Zerkina, N.N., Ermekbayeva, G. G. (2023) The problem of cognitive terminology in the works of A. Baitursynuly. *Bulletin of K. Zhubanov Aktobe Regional University*, 71(1), 53–61. (in English)

Nurmysheva, Sh.A. (2013) Terminderdi audaru – ekinshi denggejli diskurs maselesi. *QazUU Habarshysy. Filologiya serijasy*, 4(144), 147–150. [Nurmysheva, Sh.A. (2013) Translation of terms as a second-level discourse problem. *Bulletin of KazNU. Philology Series*, 4(144), 147–150.] (in Kazakh)

Ormanova, A.B., Anafinova, M.L., Atanasova-Divitakova, S.D. (2021) Corpus based research in terminology. *Eurasian Journal of Philology: Science and Education*, 184(4), 109–118. <https://doi.org/10.26577/EJPh.2021.v184.i4.ph10> (in English)

Peixoto, R.A.J.R. (2023) The interface between specialized translation and institutional translation: A selection of candidate terms validated by Aeronautical Meteorology corpora. *Applied Corpus Linguistics*, 3(2), Article 100051. <https://doi.org/10.1016/j.acorp.2023.100051> (in English)

Qurmanbajuly, Sh. (2014) *Qazaq terminologijasy: Zertteuler, oqulyq, sozdik, bibliografija*. Almaty: Sardar baspasy. [Qurmanbajuly, Sh. (2014) *Kazakh terminology: Studies, textbook, dictionary, bibliography*. Almaty: Sardar.] (in Kazakh)

Smith, A., Dickinson, J.E., Nadeem, T., Snow, B., Permana, R., Cherrett, T., Drummond, J. (2024) Supporting inclusive debate on Advanced Air Mobility: An evaluation. *Transportation Research Part D: Transport and Environment*, 136, Article 104471. <https://doi.org/10.1016/j.trd.2024.104471> (in English)

Storjohann, P. (2025) Neologisms and their functions in critical discourse. *Lexikos*, 35. <https://doi.org/10.5788/35-1-2040> (in English)

Sulejmenova, Je.D. (2011) *Jazykovye processy i politika*. Almaty: Qazaq Universiteti. [Sulejmenova, E.D. (2011) *Language processes and policy*. Almaty: Qazaq Universiteti.] (in Russian)

Syzdyq, R. (2009) *Qazaq tilindegi eskilikter men zhangalyqtar*. Almaty: Arys. [Syzdyq, R. (2009) *Archaisms and innovations in the Kazakh language*. Almaty: Arys.] (in Kazakh)

Wang, B., Ting, Z.J., Zhao, M. (2024) Sustainable aviation fuels: Key opportunities and challenges in lowering carbon emissions for aviation industry. *Carbon Capture Science & Technology*, 13, Article 100263. <https://doi.org/10.1016/j.ccst.2024.100263> (in English)

Zhambylqyzy, M., Esaly, D.S. (2021) Qazaq tilindegi kirme sozderding bugini men ertengi. *Vestnik KazNU. Seriya filologicheskaja*, 184(4), 24–32. [Zhambylqyzy, M., Yessaly, D.S. (2021) The present and future of loanwords in the Kazakh language]. *Eurasian Journal of Philology: Science and Education*, 184(4), 24–32. <https://doi.org/10.26577/EJPh.2021.v184.i4.ph3> (in Kazakh)

Zhao, W. (2024) A corpus-based multi-dimensional analysis of the linguistic features of Aviation English. *English for Specific Purposes*, 76, 57–73. <https://doi.org/10.1016/j.esp.2024.05.004> (in English)

Әдебиеттер

Айдарбек Қ. Ж., Иманбердиева А. Б., Абдуллина Н.У. Терминологиялық аталым үдерісіндегі тіл мен ойлаудың біртұтастығы мәселелері // Л.Н. Гумилев атындағы Еуразия ұлттық университетінің Хабаршысы. *Филология сериясы*. – 2025. – № 1(150). – 19–29-66. DOI: 10.32523/2616-678X-2025-150-1-19-29.

Айтбайұлы Ө. Основы казахской терминологии. – Алматы: Абзал-Ай, 2014. – 382 с.

Азаматова А.Х. Специфика терминологической информации // *Вестник КазНУ. Серия филологическая*. – 2012. – № 3(137). – С. 67–70.

Аубакирова А.Е., Курманбайұлы Ш., Атыгаева К.М. Новые лингвистические термины в современном казахском языке // *Вестник КазНУ. Серия филологическая*. – 2024. – Т. 194. – №. 2. – С. 4–13. DOI: 10.26577/EJPh.2024.v194.i2.ph01.

Бисенгали А.З.-Г., Буркитбаева Ш.Д., Манкеева Ж.А., Кулманов С.К. Когнитивные основы новых словопотреблений в современных казахском, турецком и тувинском языках // *Новые исследования Тувы*. – 2025. – № 2. – С. 200–215. – DOI: 10.25178/nit.2025.2.11.

Жамбылқызы М., Есалы Д.С. Қазақ тіліндегі кірме сөздердің бүгіні мен ертеңі // *ҚазҰУ хабаршысы. Филология сериясы*. – 2021. – Т. 184. – № 4. – 24–32-66. – DOI: 10.26577/EJPh.2021.v184.i4.ph3.

Исакова С.С., Зеркина Н.Н., Ермекбаева Г.Г. Проблема когнитивного терминоведения в трудах А.

Байтұрсынұлы // Вестник Актыбинского регионального университета им. К. Жубанова. – 2023. – № 1(71). – С. 53–61.

Құрманбайұлы Ш. Қазақ терминологиясы: зерттеулер, оқулық, сөздік, библиография. – Алматы: Сардар, 2014. – 277 б.

Нұрмышева Ш.А. Терминдерді аудару – екінші деңгейлі дискурс мәселесі // ҚазҰУ хабаршысы. Филология сериясы. – 2013. – № 4(144). – 147–150-бб.

Сулейменова Э.Д. Языковые процессы и политика. – Алматы: Қазақ университеті, 2011. – 115 с.

Сыздық Р. Қазақ тіліндегі ескіліктер мен жаңалықтар. – Алматы: Арыс, 2009. – 272 б.

Aldasheva, K.S., Kondybayeva, R.Zh., Serikbayeva, A.D. Potential possibilities of codification of neologisms in the modern Kazakh language // Eurasian Journal of Philology: Science and Education. 2021. Vol. 184. No. 4. DOI: 10.26577/EJPh.2021.v184.i4.ph1.

Faber, P.A Cognitive Linguistics View of Terminology and Specialized Language. Berlin; Boston: De Gruyter Mouton, 2012. 307 p. DOI: 10.1515/9783110277203.

Humbley, J. Term Formation and Neology // Languages for Special Purposes: An International Handbook / ed. by J. Humbley, G. Budin, C. Laurén. Berlin; Boston: De Gruyter, 2018. Pp. 437–452. DOI: 10.1515/9783110228014-022.

Ibáñez, M. S., Pérez Sobrino, P. Name it till you mean it: Intersections between formal and semantic neological procedures in naming emerging pandemic objects in Spanish // Language & Communication. 2024. Vol. 99. DOI: 10.1016/j.langcom.2024.10.010.

Ormanova, A.B., Anafinova, M.L., Atanasova-Divitakova, S.D. Corpus based research in terminology // Eurasian Journal of Philology: Science and Education. 2021. Vol. 184. No. 4. Pp. 109–118. DOI: 10.26577/EJPh.2021.v184.i4.ph10.

Peixoto, R.A.J.R. The interface between specialized translation and institutional translation: A selection of candidate terms validated by Aeronautical Meteorology corpora // Applied Corpus Linguistics. 2023. Vol. 3. Iss. 2. Article 100051. DOI: 10.1016/j.acorp.2023.100051.

Smith, A., Dickinson, J.E., Nadeem, T., Snow, B., Permana, R., Cherrett, T., Drummond, J. Supporting inclusive debate on Advanced Air Mobility: An evaluation // Transportation Research Part D: Transport and Environment. 2024. Vol. 136. Article 104471. DOI: 10.1016/j.trd.2024.104471.

Storjohann, P. Neologisms and Their Functions in Critical Discourse // Lexikos. 2025. Vol. 35. DOI: 10.5788/35-1-2040.

Wang, B., Ting, Z. J., Zhao, M. Sustainable aviation fuels: Key opportunities and challenges in lowering carbon emissions for aviation industry // Carbon Capture Science & Technology. 2024. Vol. 13. Article 100263. DOI: 10.1016/j.ccst.2024.100263.

Zhao, W. A corpus-based multi-dimensional analysis of the linguistic features of Aviation English // English for Specific Purposes. 2024. Vol. 76. Pp. 57–73. DOI: 10.1016/j.esp.2024.05.004.

Information about the article / Мақала туралы ақпарат / Информация о статье

Entered the editorial office / Редакцияға түсті / Поступила в редакцию: 28.05.2026.

Accepted for publication / Жариялауға қабылданды / Принята к публикации: 27.09.2026.

Available online / Интернетте қолжетімді / Доступно онлайн: 30.09.2026.

© Seksembayeva, A., Kyuchukov, H., 2026

