

# PHRASEOLOGY IN AIR TRAFFIC CONTROLLER'S COMMUNICATION

By

**Khairunnisa Br. Batubara**

English Applied Linguistics Study Program  
State University of Medan 2015

## **ABSTRACT**

This study deals with the phraseology in air traffic controller's communication. The objectives of the study are (1) to find out the types of phraseology used in communication between ATC of KNIA and pilot, (2) to identify the patterns of phraseology used in communication between ATC of KNIA and pilot, and (3) to know how the phraseology used in communication between ATC of KNIA and pilot. The source of this study is an air traffic controller of KNIA. The data of this study are the communication between controller and pilot which spoken in statements or commands called phraseology (words and phrases). The research design is qualitative research design. The instruments of data collection are voice recorder to record the data, camcorder to interview then observe the subject and a camera is used to capture some photographs to show the real situation in conducting as part of field research method. The findings of the study are drawn. (1) The types of phraseology used by ATC in this study are five; they are General Phraseology (GP), Radar Control Phraseology (RCP), Area Control Phraseology (Area CP), Approach Control Phraseology (App CP), and Aerodrome Control Phraseology (Aerodrome CP) as standard phraseology, and also Non – standard phraseology. (2) The patterns of phraseology used by ATC in communication with pilot are commonly systemized but sometimes it depends on the situation faced by controllers, there is no certain patterns used. (3) ATC commonly use standard phraseology which has been standardized by ICAO. ATC may combine the types of phraseology based on the condition and situation needed. In another case and situation, ATC sometimes used non – standard phraseology in communication with pilot, that's why phraseology is the unique language used by ATC in their daily job, interact with pilots in a communication in order to prevent collisions, organize and expedite the flow of traffic, and provide information and other support for pilots.

**Key words:** *phraseology, air traffic controller, communication*

## **1. INTRODUCTION**

Language is a means of communication. Montgomery (1995) commented that language informs the way of people think, experience, and interact with each other. Language can be learned as a system of communication. Systematic knowledge about language and practical awareness of how it works is fundamental to the process of building mature communities. In field of aviation, the language exactly used by pilots, air traffic controllers, and other personnel associated with the aviation industry. Although the term may encompass a wide variety of language used in every situation, including the language of airlines mechanics, flight attendants, or ground service personnel, most research and teaching focus on the more specialized communication between pilots and air traffic controllers, often called radiotelephony.

Cowie (1998) stated that in linguistics, phraseology is the study of set or fixed expressions, such as idioms, phrasal verbs, and other types of multi-word lexical units (often collectively referred to as phrasemes), in which the component parts of the expression take on a meaning more specific than or otherwise not predictable from the sum of their meanings when used independently.

Phraseology is the branch of linguistics; it refers to the language used by air traffic controller (ATC) in communication with pilot as the functions of conveying the meaning in language use. The researcher interests with the language used by ATC which is called phraseology. The reason shows that phraseology is not only the words or phrases spoken by everyone but phraseology is a language as a means of communication between controllers and pilot which had been standardized and also had certain meaning in conveying the statements or another speech functions (such commands, offers, or questions).

In this research, phraseology is used as a means of communication between controllers and pilot. This communication is absolutely different with common speech in daily life. In phraseology there are words and phrases which have certain meaning that had been standardized so that among controllers and pilot should have their own understanding in doing communication.

From those all phenomenon and evidence, the researcher focused in finding the types of phraseology and then identifying the patterns based on the types of phraseology, from those substances then the elaboration of how the phraseology used in communication between ATC and pilots will be described as the investigation of phraseology used in controller's communication. This reason strengthened the researcher to derive the language used in aviation by doing a research to find more information of the communication between ATC and pilots. As the data to be analyzed, the researcher recorded the communication from controller while controlling the aircrafts on the airspace with pilot which is called as phraseology (words and phrases in statements or commands). The data used to find the phraseology as the means of communication of controllers.

Based on the background of the study, the problems of the study were formulated as the following: 1. What are the types of phraseology used in communication between ATC and pilots? 2. What are the patterns of phraseology used in communication between ATC and pilots? 3. How is the phraseology used in communication between ATC and pilots?

From the problems stated, the objectives of the study were identified: 1. to find out the types of phraseology used in communication between ATC and pilot; 2. to identify the patterns of phraseology used in communication between ATC and pilot; 3. to know the phraseology used in communication between ATC and pilot.

## **Review of Literature**

Cowie (1994) stated that phraseology can be loosely defined as the study of structure, meaning, and use of word combinations. As word combinations come in many different shapes and forms, the scope of the field is a function of the criteria used by linguists to distinguish phraseological units from non - phraseological ones. It means that phraseology is phrases or words which have the function in building a new phraseological unit to use as a means of language and it is different with English regularly used in general.

## **Air Traffic Controller (ATC)**

In *Federal Aviation Administration (FAA 7110.65 2-1-1)* Air traffic control (ATC) is a service provided by ground – based controllers who direct aircraft on the ground and through controlled airspace and can provide advisory services to aircraft in non-controlled airspace. The primary purpose of ATC worldwide is to prevent collisions, organize and expedite the flow of traffic, and provide information and other support for pilots. In some countries, ATC plays a security or defensive role, or it is operated by the military. The job of an Air Traffic Controllers is unique and demanding for it requires parallel thinking and rapid decision making. Each controller will be trained by the department using practical and simulation methods in acquiring the necessary skills.

## **Phraseology in Air Traffic Controller**

Aguado de Cea (2007) stated that phraseology is the linguistic discipline that deals with the combination of words or the set of phraseological units or phrasemes of a certain specialized language. It means that phraseology defines as a group of phrase which combines word to word in building one meaning and become a new certain phrase. While Sinclair (1991) and Partington (2004) commented that phraseology has become a major area of interest in corpus linguistics. Philips (1991) also explored how official phraseology of air traffic communications differed from natural English.

Based on some theories, phraseology can be concluded commonly that phraseology is a group of words which build a new meaning and it can be called as a phrase. In other words, phraseology means words and phrases as they are used in speech or writing to convey a specific meaning. In line with aviation field, phraseology becomes a main language in communication

between Air Traffic Controllers (ATC) and pilots and it uses English as the natural language in phraseology itself.

In Document 4444 of ICAO, there are six types of phraseology used by ATC:

1. General Phraseology (GP) which used in general situations, wherever the operation of flight is running. Example <CONTACT>, <CONFIRM>, etc.

2. Aerodrome Control Phraseology (AeroCP) used in the airport surroundings. Example CLEARED TO LAND, CLEARED TO TAKE OFF.

3. Approach Control Phraseology (AppCP) used when flight operation is closer to the airport area. It is expected to use a navigation system such as ILS (Instrument Landing System), VOR (Very high Omni Range), and NDB (Non Directional Beacon) to getting closer even leaving out the airport.

4. Area Control Phraseology (AreaCP) which used in the area where the aircraft has been close or reached the certain position in airspace (cruising level). It is commonly more than 25000 ft. which called as flight level 250, shortened as FL 250.

5. Radar Control Phraseology (RCP) which used by using radar. This radar assists controllers to getting down the aircraft for landing, avoiding accident, and in the right way. The tools are used in Area Control Center (ACC) and also Approach Control Office (APP). Almost airport in the world use this facility and commonly international airport.

6. Coordination Phraseology used by ground to ground station to coordinate the responsibility of air traffic controllers from one unit to another. Example of coordination among ACC and APP, APP and ADC (Aerodrome Control Tower), ACC and FSO (Flight Service Officer).

In Document 4444 of ICAO, there are also patterns of phraseology used by ATC and pilots. The following phraseology will be used by controllers to effect a frequency change:

**EXAMPLE:** (Aircraft Identification) CONTACT (facilityname or location name and terminal function) (frequency) AT (time, fix or altitude) OVER.**NOTE:** Pilots are expected to maintain a listening watch on the transferring controller's frequency until the time, fix or altitude specified. ATC will omit frequency change restrictions whenever pilot compliance is expected upon receipt.

The following phraseology should be utilized by pilots for establishing contact with the designated facility;

a. When a position report will be made:

**EXAMPLE:**

(Name) CENTER, (aircraft identification), (position), OVER.

b. When no position report will be made;

**EXAMPLE:**

(Name) CENTER, (aircraft identification), ESTIMATING (reporting point and time) AT (altitude or flight level) CLIMBING (or descending) TO MAINTAIN (altitude or flight level) OVER.

c. When operating in a radar environment and no position report is required:

**EXAMPLE:**

(Name) CENTER, (aircraft identification) AT (exact altitude or flight level); or, if appropriate,

**EXAMPLE:**

LEAVING (exact altitude or flight level) CLIMBING (or descending) TO MAINTAIN (altitude or flight level) OVER.

**NOTE.-** Exact altitude or flight level means to the nearest 100 foot increment. Exact altitude or flight level reports on initial contact provide ATC with information required prior to using MODE C altitude information for separation purposes.

At times controllers will ask pilots to verify that they are at a particular altitude. The phraseology used will be: "VERIFY AT (altitude)." In climbing or descending situations, controllers may ask pilots to "VERIFY ASSIGNED ALTITUDE AS (altitude)." Pilots should confirm that they are at the altitude stated by the controller or that the assigned altitude is correct as stated. If this is not the case, they should inform the controller of the actual altitude being maintained or the different assigned altitude.

## **Communication**

Luhmann (1986) defined communication explicitly as the unity of information, message, and understanding. Communication is the activity of conveying meaning through a shared system of signs and semiotic rules. In other words communications is a means of sending and receiving messages, orders, or another, including telephone, telegraph, television, and even radio. Communication involves the imparting or interchanging thoughts, opinions, or information among people by speech, writing, or signs. People communicate in different ways.

The communication in air traffic controllers used utterances which spoken as the information of each other (controller and pilot) and it is called phraseology as a means of the communication. In this research, the model of communication used by ATC and pilot is two – way communication. The two – way communication which always includes feedback from the receiver to the sender and lets the sender know the message has been received accurately. Two –way communication is a form of transmission in which both parties involved transmit information. Two-Way communication has also been referred to as interpersonal communication. By applying two – way communication models, sender and receiver could be controller or even pilot. Because in this communication there is no specific rule to make that a controller should send the information or a pilot should be the receiver whereas a pilot also can be a sender of the information. In this research messages and feedback derive from the phraseology which is phrases and even words used in the communication interaction.

## **2. Research Methodology**

This research was conducted by applying a descriptive qualitative method. The source of data derived from the interaction between controllers (ATC) and pilots. The communication interaction deals with the statements or commands, such as phrases and words. The techniques of data collection used a descriptive technique. The descriptive techniques deal with the following aspects.

Observation: actually, observation was the main method in collecting the data based on qualitative principles, then interviewing ATC as the source of the data in the phraseology ATC itself with pilots. The phenomenon was observed as deep as possible based on reality. The observation in this study was participant observation, the researcher had been all together with the subjects and it was conducted directly to ATC and pilot. From this observation, some photographs were collected and captured by using a camera. Those pictures became the documentation as the result of direct observation. And then while observing the data were recorded when the communication occurred between controller and pilot. By this activity, the raw data were collected to be analyzed then. The data were limited because the communication was taken by using a radar controlling monitor and it was random because there were several controllers and pilots interact each other, it mean a controller could control more than one pilot or a pilot could be controlled by more than a controller. So that's why the data were collected in one time and it could be a complete interaction or might be a single statement or command.

Interview: in this study, some questions were prepared to interview the subject (ATC) about his activity and the communication based on the problems of this research. Interviewing was done to get the natural and accurate data from the subjects. From this action, controller gave the direct explanation about the phraseology as he used in communication with pilot. This was as the additional information to elaborate of how phraseology used in controller's communication.

In analyzing data, interactive model by Miles and Huberman was applied. According to Miles and Huberman (1984), there are three steps of data analysis:

1. Data reduction: the process of identification. In this research, data reduction includes:
  - a. Selecting: after recording the data in the step of observation, then the data were listened up deeply and carefully to get the clear communication between controller and pilot, recorded by a voice recorder, while listening to, the data were transcribed then selected based on the complete statements or commands spoken by controller or pilot and belong to the types of phraseology. This step was done repeatedly to get the final data.

- b. Focusing and categorizing: in this step, the data focused on the types of phraseology. The selected data then categorizing based on the types of phraseology needed in this research.
  - c. Transforming: the data actually the statements or commands interacted by controllers and pilot. So that's why, all data in this research should be transformed into words, no numbers or symbol. That's phraseology. And the types of phraseology were transformed into the patterns in classifying all data.
2. Data display: in this step, the data which had been selected, focused, categorized, and transformed were displayed descriptively, the data should be elaborated, and at last completely by using table as the fact and the real result of the data analysis.
  3. Drawing conclusion: in this step, based on the types and the patterns of phraseology the explanation about how phraseology used in communication between controllers and pilot were described in detail by exemplifying the realizations types and the patterns of phraseology.

### 3. Data Analysis

In this research, the step of collecting data began with recording the communication between controller and pilot by using a voice recorder (of mobile phone). The collected data was random because the voice recorder synchronized with a radar controlling monitor and the communication among controllers and pilot was running as long as possible with the given time while observing the situation of controlling room. The analysis of the data began with listening out carefully to get the clear data. The data was listened repeatedly to get the maximal result. First there were sixty three statements or commands got from the recordings. Then it was listened up again to reduce the data based on the types of phraseology and there were fifty five statements got from this activity. After that, to make the analysis deeper than previous, the recording of the data was listened up again to reduce unclear statements or commands based on the types of phraseology and finally there were fifty statements or commands got completely and clearly based on the types of phraseology. After that the data which had been reduced then focused and categorized based on the types of phraseology and transformed all into words, by using the types of phraseology the patterns should be transformed in elaborating the research problems. Then the data were displayed descriptively in words, elaborated the whole data, and at last it was shown by using tables, first a table of the final data, second a table of the types of phraseology, and last a table of the patterns of phraseology. The types and the patterns of phraseology were displayed in table to show the fact of the analysis. Based on the types and the patterns of phraseology, the explanation about how phraseology used in communication between controllers and pilot were described in detail by exemplifying the realizations types and the patterns of phraseology. The data analysis can be seen as follows.

#### The Types of Phraseology Used in Communication between ATC and Pilots

General Phraseology (GP) used in general situations, wherever the operation of flight is running. First, there was "responding in communication" found in General Phraseology. In this part, words or phrases have their each meaning in communication between ATC and pilot. It used to make some commands.

*C : Selamat sore Indonesia one nine nine three go ahead sir*

*P : Indonesia one nine nine three confirm request level three seven three zero*

The statement means that ATC got to proceed the message from pilot. The controller said that the message will be continued and then pilot said what he means by giving a request that the aircraft should confirm the flight level. Thus in "responding in communication" there are only some words or phrases spoken by ATC to give commands to pilot.

Aerodrome is a defined area on land or water (including any buildings, installations and equipment) intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft. ATC used this phraseology when the aircraft was ready to take – off or landing in the runway or taxi. It means, the situation is not in the air yet, it is still on the runway of the aircraft.

*C : ok direct approved and give way one eight three for traffic*

From the data, this type of ATC was in the aerodrome controller or tower. He/she should control the situation of traffic before taking off and landing. So actually this phraseology used by Aerodrome Controller but sometimes in certain situation ATC in radar controller might use this phraseology. The statement means that the controller allowed the aircraft to come in and ready for traffic.

Approach Control Phraseology (App CP) is used when flight operation is closer to the airport area. It is expected to use a navigation system such as ILS (Instrument Landing System), VOR (Very high Omni Range), and NDB (Non Directional Beacon) to getting closer even leaving out the airport. The example can be seen:

*P : Indonesia one eight six two thousand five hundred feet*

*C : one eight six **turn left heading two seven zero***

The statement means that the aircraft should take turn straight to the left heading 270. It comes from the commands of the controller.

Area Control Phraseology (Area CP) is used in the area where the aircraft has been close or reached the certain position in airspace (cruising level) which can be seen in the example below:

*C : **Indonesia two seven one descend to three thousand feet***

*P : request*

From the data above, ATC used Area Control Phraseology to inform about aircraft identification which is “Indonesia two seven one (GIA 271)”. Aircraft identification can be found in Area Control Service.

Radar Control Phraseology (RCP) is used by using radar. This radar assists controllers to getting down the aircraft for landing, avoiding accident, and in the right way. The tools are used in Area Control Center (ACC) and also Approach Control Office (APP). Almost airport in the world use this facility and commonly international airport. Radar control is the term used to indicate that radar derived information which is employed directly in the provision of air traffic control service. In this phraseology, there was only general radar found in the communication. It can be seen in the example below:

*C : turn left heading three zero two **continue to six thousand***

From the data, ATC would like to tell the pilot that he should continue his flight to level six thousand.

The characteristic of non – standard phraseology is only one, it cannot be found in the international phraseology commonly used as standardized phraseology. Non-standard phraseology may result in miscommunication, traffic conflicts, and accidents. Commonly ATC used mostly standard phraseology to communicate with pilot but sometimes in another case ATC used non-standard phraseology as long as it did not make some mistakes between them and could inform what he meant to the pilot.

*C : stand by **sir** traffic number one runway zero five*

“Sir” is non – standard phraseology. There is no word or phrase “sir” in standard phraseology. In fact, ATC could state “*stand by, traffic number one runway zero five (stand by, traffic 1 runway 05)*” but she might think if she used non – standard phraseology never been worried by pilot, it should be fine to communicate each other.

### **The Patterns of Phraseology Used in Communication between ATC and Pilot**

To categorize and identify the patterns of phraseology used in controller’s communication, the types of phraseology were needed as the source of the elaboration of the parts should be classified:

<b>Indonesia two seven one</b>	<b>descend to</b>	<b>five thousand feet</b>
Aircraft identification	Level adjustment / flight level	
AreaCP	GP	

### **The Phraseology Used in Communication between ATC and Pilot**

The example can be seen as:

*C : stand by sir traffic number one runway zero five*

From the whole explanation above, it can be concluded that controllers used all types of phraseology, except coordination phraseology, to communicate with pilots. Although general phraseology is the phraseology which can be used in all situations and condition, they also combined with another type of phraseology in order to make a command or statement in delivering about the information on the airspace while controlling the aircraft. Although General Phraseology was the most used by ATC but it could not be useful if it did not combine with other phraseology to build one information or statement.

### **Findings**

Based on ICAO, there are six types of phraseology as standard phraseology. But in this research, for the types of phraseology used by controllers, the researcher found only five types of phraseology; general phraseology, area control phraseology, radar control phraseology, approach control phraseology, and aerodrome control phraseology, as the standard phraseology, and also non – standard phraseology. In this research, the specific subject or controller was on radar control, and the focus of this controller was to control the airspace while the aircraft was on the air and they interact with pilots.

In using phraseology, controllers never make certain patterns before deriving their commands, they speak as they want to speak, and their thinking is faster than their pronunciation. Actually it didn't mean that they speak in a wrong way, but it has a certain point that they have to remember in controlling the aircrafts by using phraseology. So that's why, patterns of phraseology appear as the same as the condition of airspace or the situation of the air traffic. If they found the aircraft first, so they should mention the aircraft identification first. Or they got some commands or information from pilot so they should control and gave their respond as soon as possible, faster and faster.

Based on international standard, ATC should use standard phraseology in communication with pilot. However phraseology is their own language or the way they communicate to other controllers even though pilot which had been their responsibility in using it. But in other cases sometimes controllers inserted non – standard phraseology among their communication. It would not take risk if they know how to use it in the right way. It would never make some mistakes although non – standard phraseology often occur an accident or miscommunication but they can take the guarantee to use non – standard phraseology as their responsibility because it can make their jobs run well and more comfortable. Each other has the same sense and point if they use non – standard phraseology among standard phraseology. It is possible that one time the non – standard phraseology can be the regular phraseology used in controller's communication whether the words or phrases will be standardized by ICAO or not. That's why phraseology is the unique language used by ATC in their daily job, interact with pilots in a communication in order to prevent collisions, organize and expedite the flow of traffic, and provide information and other support for pilots.

### **Discussion**

Based on ICAO, there are six types phraseology standardized; general phraseology, area control phraseology, radar control phraseology, aerodrome control phraseology, approach control phraseology, and coordination phraseology. But in this research, there were found only five types of phraseology standardized; general phraseology, area control phraseology, radar control phraseology, aerodrome control phraseology, and approach control phraseology, and followed by non – standard phraseology used in controller's communication with pilot. Actually, each type of phraseology has its function in deriving the information, especially general phraseology, it can be used in all situation and condition. In this research, the data were recorded in radar control room where the controller focused on radar control phraseology. It means that a controller handled the airspace communication that the aircraft was being controlled while in the air. In Indonesia, there are only several airports have radar in controlling the aircraft such as Kuala Namu International Airport. In radar room, actually the controllers not only use radar control phraseology as their means of communication, but they also use general phraseology, area control phraseology, aerodrome control phraseology, and approach control

phraseology in making communication with pilot. That's why in this research, there were found only five types of phraseology used in communication between controller and pilot and there was not found coordination phraseology because it is used by ground to ground station to coordinate the responsibility of air traffic controllers from one unit to another, such as coordination among ACC and APP, APP and ADC (Aerodrome Control Tower), ACC and FSO (Flight Service Officer).

Philips (1991) explored how official phraseology of air traffic communications differed from natural English. As discussed previously, phraseology is not general English, it is the language how controllers speak in order to communicate with pilot and control the activity of aircrafts. By saying everything based on phraseology, controllers also had the patterns of phraseology used in communication. It had been answered by a controller who had been asked by the researcher that there were some dominant words appear when they were controlling the aircrafts such as "approved", "flight level", etc which categorized in general phraseology. Even it was only one word or phrase. But in other way, controllers had to combine to other phraseology so it could make a clear statement completely to pilot about information in their communication. The functions of patterns in phraseology are to make controller easier in distinguish the aircraft controlled and the patterns can be found in the types of phraseology used in controller's communication.

ICAO (2010) stated that the purpose of phraseology is to provide clear, concise, unambiguous language to communicate messages of a routine nature. Phraseology and the messages that employ it are therefore subject to simplified but strict syntactic, lexical, semantic and phonetic rules. In this research, it can be found that controllers (ATC) still broke the rules in using phraseology. The way they communicate each other and even especially among them and pilots still use general English which is out of standard phraseology. They also combine standard and non – standard phraseology in their communication with pilot sometimes. However, the fact is phraseology as their habit language or their personal language as a controller (ATC), the used of phraseology itself runs over their duty in communication with pilot. Whether they belong to another region (out of their duty as ATC) they don't need phraseology in their communication if they meet around their partners which also controllers. Thus this research found that controllers still like to combine phraseology with plain language or general English as long as it doesn't get matter to them. That's why it is possible that one time the non – standard phraseology can be the regular phraseology used in controller's communication whether the words or phrases will be standardized by ICAO or not. Falzon (1986) stated that in air traffic control, communication is mainly performed using a specialized or operative language known as phraseology. It was created and has been continually up-dated by the International Civil Aviation Organization to cover the most common and ordinary situations encountered in air navigation in order to optimize and ensure safety in radiotelephony. In this area, ICAO absolutely has right to update their phraseology as a controller said to the researcher while doing an interview. But, it doesn't make sense to forget the previous phraseology, controllers might use all phraseology standardized by ICAO, the old or the newest one. In making a statement refers to commands or information to pilot, controllers should remember what information is needed to tell first and what should they do if there was a command or request from pilots because it is two – way communication between controllers and pilot. If there was a request from pilot that he wanted the aircraft to descent to a certain level, controllers should check first whether it can be approved or not.

#### **4. Conclusions**

There were five types of phraseology used by ATC in communication with pilot in this research; they were General Phraseology (GP), Area Control Phraseology (Area CP), Aerodrome Control Phraseology (Aerodrome CP), Radar Control Phraseology (RCP), Approach Control Phraseology (App CP) as standard phraseology, and even non – standard phraseology.

Mostly the statement was built by using General Phraseology, it might be the first or could be in the last statement. There was no specific pattern used by ATC in making a command but it should be based on what condition or situation found in communication between ATC and pilot. The patterns can be built as the needed of ATC whether he/she would



like to give commands or information, the most important one is to know the call sign of aircraft identification and where to go or what should do around the air space.

Phraseology used by ATC was commonly used standard phraseology which had been standardized by ICAO. ATC might combine the types of phraseology based on the condition and situation needed. In another case and situation, ATC sometimes used non – standard phraseology in communication with pilot. Thus, between ATC and pilot, there was no worries occur when they communicate each other as long as they can get the point what they mean. It is possible that one time the non – standard phraseology can be the regular phraseology used in controller’s communication whether the words or phrases will be standardized by ICAO or not.

### **Suggestions**

Although this research is aimed at enriching the theories of phraseology especially the use of language of Air Traffic Controller, the phraseology used in communication, the types of phraseology used in communication between ATC and pilot, and the patterns of phraseology used in controller’s communication, moreover the researcher expects there will be another research who interests in doing the next research about this study as the expand of this study and creates another phenomenon.

Phraseology is a unique language use in aviation. However everyone sometimes does not get any understandings about that. Moreover, this study hopefully can give a contribution to all readers, even this is only in the academic surroundings, but an educated one who has understood can give the explanation about how phraseology exist in a language as a unique and special language including in English.

As the results of this study are aimed at contributing the information about language used of Air Traffic Controller (ATC) as the process of communication by using phraseology for students, lecturers, and those who are interested in this field, however this research can be useful for everyone who has ideas in enriching this research especially the use of English for specific purposes.

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