

*O.V. Kovtun, dr. sc., N.I. Melnyk, dr. sc., L.O. Zagoruiko, PhD
(National Aviation University, Ukraine)*

*Tetyana Fuderer, dr. sc.
(University of Zagreb, Republic of Croatia)*

Lexical transformations in English-Ukrainian translation of aviation normative documentation (based on ICAO documents)

The article outlines the nature of the aviation normative document as a legal and linguistic phenomenon. Differences in English and Ukrainian lexical systems cause application of translation transformations. Lexical transformations of concretization, generalization, addition, omission, modulation, and descriptive translation prove to be the most frequent in English-Ukrainian translation of ICAO normative documents.

Aviation normative documents by their nature belong to normative legal acts that establish rules, provide general principles and guidelines, and define norms and characteristics relating to certain activities in aviation or their outcomes. Features that are generally inherent in international normative acts characterize this type of texts from the linguistic perspective. According to Yulinetka they are as follows:

- the text of a normative document is concluded according to clear regulations and rules, at the same time the main scheme can provide various modifications;
- rules for constructing a normative document are conditioned by its pragmatics – it is a text of a prescriptive nature;
- the dominant illocutionary function of a normative text is influence on the addressee in order to make it perform certain actions;
- the basis of the text is imperativeness, which is achieved through a number of linguo-pragmatic means (language actualisators of the category of imperativeness, corresponding modal verbs, in particular the verb *shall*, which is an inherent characteristic of any directive document). [5]

Among other features of a normative document, we should mention: specificity of information coding (explicitness, consistency and compactness); homogeneity of the content; avoidance of contradictions; compliance of the document content with its name; unacceptability of accidental "gaps" (provisions that are left without explanation); use of reference articles. At the linguistic level, we note the accuracy of terminology use, neutrality of non-terminological vocabulary, unambiguity and transparency of wording.

The International Civil Aviation Organization (ICAO) was founded under the 1944 Chicago Convention on International Civil Aviation. The ICAO organizes and coordinates international cooperation of States in all aspects of civil aviation. Its Vision the Organization sees in achieving the sustainable growth of the global civil aviation system. The ICAO has established comprehensive strategic objectives to anticipate and manage the unnecessary adverse impacts on main system domains (Safety, Air Navigation Capacity and Efficiency, Security and Facilitation, Economic Development of Air Transport, Environmental Protection), in particular, to enhance global civil aviation safety, security and facilitation, increase the capacity

and improve the efficiency of the global civil aviation system, foster the development of a sound and economically-viable civil aviation system, minimize the adverse environmental effects of civil aviation activities. [10] The ICAO focuses on upgrading the air navigation and aerodrome infrastructure and developing new procedures to optimize aviation system performance; develops international standards for the design and operation of aircraft; promotes the unification of customs, immigration and sanitary rules, etc. Moreover, the ICAO develops drafts of international conventions, treaties, protocols and other regulations.

In general, ICAO documents by functional purpose and dominant style can be divided into two groups: technical publications and official documents.

The purpose of technical publications is to provide specific information, technical specifications, recommendations and technical requirements on aircraft and airport equipment and systems; services of airlines, airports and air traffic control bodies, etc. Such documents tend to the style of scientific and technical literature. Some of these documents are purely technical, as they provide branch technical information, contain recommendations or instructions for the equipment use. Other documents may contain instructions, requirements, standards and rules, thus, reflecting shades of formal official style, approaching the normative one. ICAO technical publications include, for example: the Aeronautical Chart Catalog, the Meteorological Tables for International Air Navigation, Technical Manuals, Air Navigation Plans, ICAO Circulars, as well as some Annexes to the Chicago Convention.

The purpose of ICAO normative documents is to inform about and legalize certain fundamentally important aspects of the industry activity. These documents tend to formal official style; they demonstrate intentional "standardization" of the language that aims to ensure the same effect or impact on people of different countries, namely – to achieve the same understanding and interpretation of the content of the document. To this group of documents we should primarily include the "Convention on International Civil Aviation (Chicago Convention)", signed on December 7, 1944, in Chicago by 52 signatory states. Its purpose is to legally confirm the legitimacy of the ICAO and substantiate main aspects of the functioning of civil aviation in the world. The Convention establishes rules of airspace, aircraft registration and safety, security, and sustainability, and details the rights of the signatories in relation to air travel. [9] Among other documents, we should mention Annexes to the Chicago Convention, which contain Standards and Recommended Practices, and therefore serve as a kind of official "order to comply" with certain requirements throughout the world. In addition, there are many official documents, including agreements, treaties, protocols, reports of all major and subsidiary bodies of ICAO (for example, the ICAO Assembly, the ICAO Council, the Air Navigation Commission, etc.).

The Ukrainian language does not belong to the official languages of the ICAO (the list encompasses six languages – English, Spanish, French, Russian, Arabic, and Chinese). When Ukraine was a part of former USSR, the official language of its aviation was Russian. When Ukraine got a status of an independent state and the Ukrainian language got a status of its state language, the question of translating ICAO documents into Ukrainian arose, as from this time on all normative

and legal aspects of the aviation industry activity have been regulated in the state language [1].

When translating the ICAO normative documents, it is necessary to comply with the requirements of equivalence of the original and translated texts. Broek posits that “translation equivalence occurs when a source language (SL) and a target language (TL) texts or items are related to (at least some of) the same relevant features of situation substance.” [6, p. 38] The concept of equivalence is related to the concept of invariance; it is about the maximum approximation of the translated text to the original one. Equivalence at the communicative, semantic and pragmatic levels is important for the translation of normative texts. However, it is impossible to achieve full equivalence in translation. In particular, the semantic equivalence of texts does not imply full lexical equivalence of a SL and a TL means. Differences in the lexical systems of the source and target languages cause the use of translation transformations.

Lexical translation transformations are various changes of the SL lexical elements during translation in order to equivalently transfer their semantic, stylistic and pragmatic characteristics according to the norms and speech traditions of the TL. We resort to lexical transformations when the dictionary equivalents of a SL word cannot be used in translation due to inconsistency in terms of meaning and context in a TL.

In order to identify typical lexical transformations and causes for their application we have analyzed original (English) texts of ICAO normative documents [7; 8] and their official translations into Ukrainian [3; 4].

Such lexical transformations as concretization and generalization of meaning, addition and omission of lexical elements, modulation, and descriptive translation are the most frequent in the ICAO normative documents translation [2].

Lexical transformation of concretization (specification) is applied when some elements in the TL are expressed using concepts with narrower meaning or when preserving the original concepts with broader meaning would result in an awkward translation. This technique is frequently used in the English-Ukrainian translation because English often makes use of general terms and words to describe quite definite notions. Concretization is mostly contextual, e.g. *Information on the condition of the movement area and the operational status of related facilities shall be provided to the appropriate aeronautical information services units.* [7] – *Інформація про стан робочої площі та про експлуатаційний стан пов'язаних із нею споруд та засобів надається відповідним органам служб аеронавігаційної інформації.* [4] This example shows how the English noun of broader semantics *unit*, meaning "component, part, section, element, constituent, subdivision, item, entity, whole", is rendered due to the context by the Ukrainian noun of narrower semantics "орган".

Generalization as a translation technique is opposite to concretization. We observe generalization in translation when the generic concept of the TL replaces the specific one in the SL, when the whole substitutes the part, e.g. *The condition of the movement area and the operational status of related facilities shall be monitored...* [7] – *Забезпечується стеження за станом робочої площі та експлуатаційним станом пов'язаних із нею споруд і засобів...* [4] In this example, we observe the

semantic replacement of the terminological word combination *movement area* (Ukrainian equivalents "зона руху повітряних суден", "льотне поле") with the word combination of more general semantics "робоча площа".

Addition as a translation technique means the introduction of some additional lexical components to the TL text in order to properly convey its meaning and / or ensure compliance with language and speech norms that exist in the culture of the TL, e.g. *Each contracting State shall have the right to refuse permission to the aircraft of other contracting States to take on in its territory passengers, mail and cargo carried for remuneration or hire and destined for another point within its territory.* [7] – *Кожна Договірна держава має право відмовляти повітряним суднам інших Договірних держав у дозволі приймати на борт на її території пасажирів, пошту вантаж, які перевозяться за винагороду або за наймом і мають інший пункт призначення в межах її території.* [4] In the sentence we observe two examples of addition. The translator resorted to this technique to ensure compliance with the language norms of the Ukrainian language.

Omission is the reduction of some excessive elements in the process of translation, e.g. *Each State Party shall take the necessary measures to exercise strict and effective control over the possession and transfer of possession of unmarked explosives..., to prevent their diversion or use for purposes inconsistent with the objectives of this Convention.* [8] – *Кожна Держава-учасниця вживає необхідних заходів для здійснення суворого і ефективного контролю над володінням і передачею у володіння немаркованих вибухових речовин..., щоб перешкодити такому їх застосуванню або використанню, які несумісні з цілями цієї Конвенції.* [3] The example shows that the English nouns *purposes* and *objectives* are translated by one word in Ukrainian that covers meanings of both English words.

Modulation is the creation of an equivalent by logical deducing its meaning from the SL unit according to the context, e.g. *...the preparation of a new international instrument regarding the marking of plastic or sheet explosives for detection.* [8] – *...підготовку в першочерговому порядку нового міжнародного документа, який стосується маркування пластичних або листових вибухових речовин з метою їх виявлення.* [3]

Descriptive translation is applied in case there is no vocabulary equivalent, and the use of other transformations is insufficient to reveal the meaning of a particular term or lexical unit that covers a particular concept or phenomenon, e.g. *'Detection agent' means a substance..., which is introduced into an explosive to render it detectable.* [8] – «Речовина, що маркується» означає речовину..., яка включається до вибухової з метою зробити її такою, що піддається виявленню. [3]

Conclusion

Aviation normative documents belong to normative legal acts that establish rules, guidelines, and characteristics relating to certain activities in aviation or their results. When translating the ICAO normative documents, it is necessary to preserve equivalence of the source and target texts. Differences in the lexical systems of English and Ukrainian cause the use of translation transformations. Lexical

transformations of concretization and generalization, addition and omission, modulation, and descriptive translation are the most frequent in the ICAO normative documents translation. Analysis of lexical transformations used in English-Ukrainian translation of the ICAO normative documents allowed to conclude that they are necessary in order to make the translation sound target-oriented, avoid grammatical mistakes and literal translation, comply with norms of word combinability, language and speech traditions of the target language.

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