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Means of Air Transport Nomination in Vietnamese

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Abstract: This work studies the mean of air transport nomination in Vietnamese. Air transport vehicles will be statistically classified and scaled in terms of the number of nomination categories, referents, and occurrences of single and multiple criteria nomination categories. Hence, we compare single criteria nomination categories with each other in terms of the number of referents and occurrences. In addition, we do the same things with multiple criteria nomination categories. Moreover, we do a comparison between the single criteria nomination categories with multiple criteria nomination categories to identify the most popular mean of air transport nomination in Vietnamese.

Keywords: Nomination, nomination with single criteria, nomination with multiple criteria, means of air transport.

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INTRODUCTION

Food, clothing, shelter, and transportation are crucial aspects of human existence in the social fabric of a community, particularly transportation, and vehicles. With the rapid progress of science and technology, as well as increased connectivity and communication across the world, the need for information exchange has risen. As a result, numerous new words and meanings have been developed to describe the plethora of new things and phenomena that people encounter. People tend to expand their vocabulary in all aspects of life, such as the naming of new vehicles that have been produced. In Vietnamese, words used to describe vehicles are also categorized based on their mechanisms, similar to other objects and phenomena. Additionally, how means of transportation are named holds significance and meaning because transportation is not just a mode of travel, but is also intertwined with traditional culture.

Studying language units has been studied by many national and international scientists. However, studying means of air transport nomination in Vietnamese has not been found. Therefore, the topic "means of air transport nomination in Vietnamese" was selected for research.

The survey source for this topic is from tapchihangkhong.com in 2021 and 2022. In addition, we selected the Vietnamese dictionary and the daily speech of Vietnamese people (Data source).

LITERATURE REVIEW

Nomination is a human need in the objective world. "Man needs the names of objects around him as

he needs air" (Ibid. 2]. From a scientific perspective, the nomination is a research content of the discipline of nomenclature. According to G.V. Cosanski, "the attachment of a linguistic symbol to a concept - significant reflects the characteristics of a denote - the Attributes, qualities, and relationships of objects, whereby the units of language form the substantive elements of verbal communication" [Ibid. 1]. Sereprennicop disputes the above view and argues that the features used to name things and phenomena do not convey the nature of things or phenomena at all. When identifying, V.G. Gac stated the principle of nomination as follows: "In natural language, the process of naming is inevitably associated with the act of classification. If it is necessary to denote some object X which in the language does not yet have a name, then based on the features that have been separated in this object it is referred to the concept of "A" or "B" which in the language already has its representation and receives the corresponding name. But at the same time, there is also the assembly of words themselves into reality: when one removes something out of one's initial understanding, he also adds something to that hole" [Ibid. 6]. Thus, the process of nomination is essentially assigning language symbols a concept that reflects certain characteristics of a denotat.

Early linguistic nomination theory was associated with authors, namely: Ullmann (1962) in his work "Semantic Universals" referred to nomination methods in language. Another author, Boas (1995), also addressed nomination theory in his work "Race, Language and Culture". Moreover, Whorf & Carroll (1956) initially studied "Language, Thought, and Reality". Another author, Čermák, (2000, 2002) studies

“types of Language Nomination: Universals, Typology, and Lexicographical Relevance, and Lexicological Issues of Lexicographical relevance” and “Language Nomination: Character and Relationship of Some Universals in Semantics and Morphology”, Čermák, F. questioned the universality of linguistic nomination through aspects of semantics as well as morphology. This is a theoretical study of great significance in examining the relationship between the semantics and morphology of the universal language.

In addition to general nomination theory studies, several authors have applied nomination theory to solve specific linguistic problems, typically Soviet linguists: L.A.Kapanadze, A.V.Superanskaja, V.D.Bondaletop, IU. V.Rozdextvenxki through nomination theory studies occupational vocabularies. When discussing terminology and nomenclature, L.A.Kapanadze and A.V.Superanskaja mentioned occupational language, especially the problem of occupational word formation and nomination of objects. The author A. V. Superanskaja argues that this kind of name (a lengthy name acknowledged due to the systematic requirement of scientific description) that arises from within the sphere of expression in science, has morphed into an element of ordinary speech or professional language [Ibid. 5]. The study of professional vocabularies and scientific terms, in which the characteristics of nomination, structure, and semantics are explored to standardize scientific terms and support scientific development. Jelena Suchanova, Ramunė Eugenija Tovastucha [12] applied linguistic nomination theory to address complex translation problems between English and Lithuanian, and Russian. The authors compared the words for dog breeds between the three languages, thereby explaining the meaning and structure of each language. Thereby, there have been valid assessments of the obstacles in translation between these languages. Valerija Marina, Igor Marin & Genovaite Snuviškiene [11] studied transport terms between English and Lithuanian by using the nomination theory. The author did a comparative analysis to offer ways to promote more effective scientific writing strategies for non-native English speakers.

In China, the research aspect of identity theory is focused on the emergence of author Ma Mingchun with a series of books including 9 books such as: "Nomination theory", "nomination classification research", "Placenography", "Military nomination", "Product brand nomination", "Art nomination", "Human nomination", "Aesthetics in Nomination"...; Mai Deming, Cao Wencheng with the report "Practical and dialectical perspectives of nomination theory", in *Foreign Languages Magazine* Season 2 (2007). Li Zhanglu also summarized Klip Leigh's ideas in his 2009 report "Klip Leigh's Historical Causal Nomination Theoretical Analysis" published in 2009 [Ibid. 7].

In Vietnam, Do Huu Chau in his works on vocabulary gave his views on nomination and analyzed the role of nomination in human communication and thinking processes, and described the method of nomination in Vietnamese [3]. Nguyen Duc Ton examines the core issues of the relationship between linguistic nomination and ethnocultural characteristics. In this work, the author analyzes ethnic characteristics in the designation of names of animals, plants, and human body parts. From this, derive the semantic characteristics of the above fields [6]. Author Nguyen Thien Giap also affirmed that, when we deeply study the nomination method, we will discover the laws of movement of each nation's thinking in each different historical period. Do Viet Hung distinguishes between referent and non-referent "In language, there are words that can be used as names for things, phenomena, activities, properties, relations... in the world. These are referents"[4 p.37]. For example, carriages, running, red... non-referent are "words that are incapable of being used as names for things, phenomena, activities, properties, relations... in the world"[4 p.38]. For example though, as is, so... The author also gives the meaning of referent including the lexical meaning and grammatical meaning. The lexical meaning consists of components: Denotative meaning, Significative meaning, and Connotative meaning. Furthermore, Li Toan Thang in the study of cognitive linguistics also gives his views on the nomination and the separation of human reality. Author Le Trung Hoa also pays attention to naming places, and human. Moreover, Trinh San analyzed nomination, when studying Southern dialects.

Then there are a lot of linguists, doctoral dissertations on nomination such as animal names, comparing Vietnamese and Russian (Nguyen Thuy Khanh); vocabulary for human parts in Vietnamese (Bui Khac Viet); nouns indicating time and season in lyrics of Trinh Cong Son's songs (Tran Kim Phuong); numerical nomination (Nguyen Thi Viet Thanh); referent related to food and drinks in Nung (Nguyen Thu Quynh, Tran Thi Nga); terminology nomination (Ha Quang Nang); nomination of specialized police terminology in Chinese (Hoang Ngoc Nguyen Hong); compare the names of tea and wine in Vietnamese and Chinese (Pham Thi Thanh Van)... These works all apply the theory of nomination to analyze vocabulary in Vietnamese or compare them with other languages, thereby, deeply understanding Vietnamese culture.

Basis of Language Nomination and Nomination Categories

The process of giving names to things must comply with the operating laws of the thinking, language, and culture of the community that owns the language. The rules of nomination are two modes of metaphor and metonymy. These two transliteration methods are the basis of single and multiple nominations. Therefore, we will introduce the concept of these two transliteration modes as a basis.

BASIS OF A LANGUAGE NOMINATION

The Metaphorical Nomination

Let A be a phonetic form, and x, and y are denotative meanings. A is the name of x (i.e. x is the main denotative meaning of A). The metaphor is a method that takes the name A of x to name y (to denote y) if x and y are the same. In this case, x and y are not objectively related, they belong to completely different categories. Nomination depends on people's subjective perceptions of their similarities [3.155-156].

The Metonymical Nomination

Let A be a phonetic form, and x, and y are denotative meanings. A is the name of x (x is the main denotative meaning of A). The metonymy is to take the name A of x to call y if x and y go hand in hand in reality. The connection between x and y is real, not dependent on human perception. Thus, metonymy is more objective than metaphor [3.155-156].

NOMINATION CATEGORIES

Nomination with Single Criteria

The nomination with single criteria is a method that selects criteria with the most typical, most intuitive characteristic of the nature of things, phenomena, activities, properties, and psychology and emotions of people. This is the basic method of nomination. This method is the foundation of the Nomination with multiple criteria.

Nomination with Multiple Criteria

The nomination with multiple criteria is a secondary method, which chooses from the two most typical, intuitive, and intrinsic criteria of things, phenomena, activities, properties, and psychology and emotions of people. This is a method that can create words for language to solve the contradiction between the limited number of referents and things, and phenomena...

RESEARCH METHODS

To implement this topic, we have gone through the following steps:

- Descriptive method is used to describe the research results of the topic.
- Comparative method is the method we apply in all research contents because it clarifies the characteristics of the number of nomination categories, the number of referents, and occurrences. Hence, the means of air transport nomination in Vietnamese are introduced.
- Methods of statistics, classification, and scaling. Survey of language sources from journals, thereby statistically and classifying into single and multiple criteria nomination categories. Then, classify them into smaller nomination categories and count the occurrences of each categories. As a result, there are accurate figures for the article.

RESULTS AND DISCUSSION

Means of Air Transport Nomination Categories with Single Criteria

Through a survey of air transport vehicles in Vietnamese, we generalized 9 single nomination categories, as follows:

Vehicle categories + Function/Origin/Form (Payload/Speed/Number of Seats)/Quality/Operating Environment/Operating Method/Materials/Brand

In the means of air transport nomination categories with single criteria above, the nomination category with function criteria has the highest number of referents, this category has 26 referents with 121 occurrences: *Military aircraft, civilian aircraft, fighter aircraft, rescue aircraft, sport aircraft, training aircraft, transport aircraft, reconnaissance aircraft, surveillance aircraft, attack aircraft, bomber aircraft, patrol aircraft, versatile aircraft, multi-purpose aircraft, border patrol aircraft, cargo aircraft, and passenger aircraft...* The nomination category with the mode of operation criteria has 15 referents and 3857 occurrences, such as *Vertical takeoff aircraft, jet aircraft, supersonic aircraft, ultrasonic aircraft, propeller aircraft, hydroplane aircraft, seaplane aircraft, helicopter, cargo aircraft...* The nomination category with form criteria has 23 referents and 67 occurrences which are *High-wing aircraft, biplane aircraft, mid-wing aircraft, low-wing aircraft, swept-wing aircraft, fixed-wing aircraft, wide-body aircraft, narrow-body aircraft, twin-fuselage aircraft, high-lift wing aircraft, dragonfly aircraft, stealth aircraft, flying wing aircraft, canard aircraft, triangle-wing aircraft, classic aircraft, duck aircraft, tailless aircraft, spacecraft...* The nomination category with brand and trademark criteria has 42 referents and accounts for 112 occurrences, such as *Airbus, Boeing, Antonov, Embraer, Bombardier, Titan Aerospace, Ilyushin, Lockheed, and Comac Martin...* The nomination category with origin criteria has 18 referents with 51 occurrences, such as the following names: *Argentine aircraft, Australian aircraft, European aircraft, mainland aircraft, domestic aircraft, foreign aircraft, Turkish aircraft, South Korean aircraft, American aircraft, Russian aircraft, Japanese aircraft, Japanese aircraft, Philippine aircraft, chartered aircraft, aircraft in service, Chinese aircraft, American ships, Chinese ships.* The nomination category with payload criteria has 02 referents with 05 occurrences such as *light aircraft, and jet aircraft.* The nomination category with quality/usage/feature of the vehicle with 20 referents and 60 occurrences such as *Abandoned aircraft, derelict aircraft, old aircraft, first aircraft, special aircraft, exotic aircraft, single aircraft, surplus aircraft, crashed aircraft, makeshift aircraft, ideal aircraft, new aircraft, private aircraft, genuine aircraft, ordinary aircraft, display aircraft, future aircraft, ill-fated aircraft, vintage aircraft...* The next category selected for the operating environment criteria has 08 referents with 61 occurrences such as *Medium-range*

aircraft, long-range aircraft, experimental aircraft, spacecraft, space shuttle, air taxi, spacecraft, and hydroplane. The nomination with material criteria has 3 referents, appearing 8 times: *alloy aircraft, titanium alloy aircraft, and aluminum aerospace aircraft*...In addition, we also find some referents transliterated from foreign languages. For this type of nomination, there is no certain category depending on users. Sometimes the vehicle categories are associated with the phonetic word, such as

Boeing, Gun sip, VTOL, a pa che, Soyuz ship, Shenzhou spaceship, Air force one, and Businessjet... Therefore, referents used in their original form or transliterated from foreign languages are not included in comparison with other nomination categories.

The following is a summary table of means of air transport nomination with single criteria in Vietnamese:

Table 1: Means of air transport nomination categories with single criteria

No	Means of air transport nomination categories with single criteria	Quantity of referents/ occurrences	Rate
1.	Function	26/121	16,56/2,79
2.	Origin	18/51	11,46/1,17
3.	Form	23/67	14,65/1,54
4.	Payload/speed/number of seats	2/5	1,27/0,12
5.	Quality	20/60	12,74/1,38
6.	Operating environment	8/61	5,10/1,40
7.	Mode of operation	15/3857	9,55/88,83
8.	Materials	3/8	1,91/0,18
9.	Brand	42/112	26,75/2,58
Total		157/4342	100/100

Considering the above statistical table, the means of air transport nomination with single criteria has a total of 09 categories with 157 referents and 4342 occurrences. In terms of the number of referents, the nomination category with brand/trademark criteria has the most with 42 referents, accounting for 26.75%.

The nomination category with function criteria had the second largest number of referents (26), accounting for 16.56%. Following by the nomination category with form criteria with 23 referents, accounting for 14.65%. Other categories with a high percentage of referents such as the nomination category with the quality criteria have 20 referents, accounting for 12.74%; the nomination category with origin criteria has 18 referents, standing at 11.46% and the one with operating methods criteria has 15 referents, equaling 9.55%. In terms of occurrences, among 10 means of transport nomination categories in Vietnamese, although the category with operating methods criteria has the number of referents ranked 6th, it occurs 3857 times, accounting for 88.83%. Other nomination categories have only a very small number of occurrences, from 01 to 121 times, equaling 2.79% or less. As can be seen, in terms of the number of referents, the nomination with brand/trademarks criteria has the largest number but in terms of occurrences, the nomination category with operating methods criteria reaching for nearly 90%.

Brand and trademark criteria with many referents are understandable because there are many manufacturers of air transport vehicles and each type of vehicle has different brand names, trademarks, and codes. Hence, It is undeniable that the nomination category with brand/trademark criteria has the largest number of referents. However, in terms of occurrences, it shows that the main criteria - the mode of operation used by the majority of Vietnamese people.

Means of Air Transport Nomination Categories with Multiple Criteria

Means of Air Transport Nomination Categories with Two Criteria

Means of air transport nomination with two criteria has a total of 08 categories with 145 referents and 186 occurrences. In terms of the number of referents, the function + code criteria category has the largest number of referents (33), standing at 22.76%. The code + brand criteria category has 31 referents, accounting for 21.38%. The third most number of referents are function + form criteria and function + payload criteria categories with 24 referents, equaling 16.55%, and 23 referents, equaling 15.86%, respectively. The remaining categories only have from 03 to 13 referents, accounting for only 2.07% to 8.97%. See a summary of the Means of air transport nomination with two criteria:

Table 2: Means of air transport nomination categories with two criteria

No	Means of air transport nomination categories with two criteria	Quantity of referents/ occurrences	Rate
1	Function + price	13/15	8,97/8,06
2	Function + form	24/33	16,55/17,74
3	Function + code	33/36	22,76/19,35
4	Functions + materials	10/12	6,90/6,45

5	Function + mode of operation	8/12	5,52/6,45
6	Function + route	3/11	2,07/5,91
7	Function + payload	23/25	15,86/13,44
8	model + brand	31/42	21,38/22,58
Total		145/186	100/100

In terms of occurrences, the code + brand criteria category has the most occurrences, with 42 times, reaching for 22.58%; following by function + code criteria category with 36 occurrences, accounting for 19.35%. The next are function + form criteria and function + payload criteria categories which has 33 occurrences, standing at 17.74%, and 25 occurrences,

standing at 13.44%, respectively. The other categories only have between 11 and 15 occurrences and accounting for only 5.91% to 8.06%. Thus, there is a phenomenon that the number of referents is less, but the occurrences is more and vice versa between the two function + code criteria nomination category and code + brand criteria one.

Means of Air Transport Nomination Categories with Three Criteria

Table 3: Means of air transport nomination categories with three criteria

No	Means of air transport nomination categories with three criteria	Quantity of referents/ occurrences	Rate
1	Function 1 + function 2 + brand	11/18	3,57/4,07
2	Function 1 + function 2 + dimensions	9/12	2,92/2,71
3	Function 1 + function 2 + code	8/15	2,60/3,39
4	Function 1 + function 2 + model	6/9	1,95/2,04
5	Function 1 + function 2 + materials	4/6	1,30/1,36
6	Chức năng 1 + chức năng 2 + Flight range	4/6	1,30/1,36
7	Function 1 + Function 2 + service life	7/8	2,27/1,81
8	Function 1 + function 2 + properties	8/11	2,60/2,49
9	Function 1 + function 2 + velocity	5/8	1,62/1,81
10	Function 1 + Function 2 + Origin	9/12	2,92/2,71
11	Function + model + code	11/13	3,57/2,94
12	Function + dimensions + quality	12/15	3,90/3,39
13	Function + dimensions + material	6/7	1,95/1,58
14	Function + code + quality	7/11	2,27/2,49
15	Function + Code + Model	8/15	2,60/3,39
16	Function + code + consumption	6/8	1,95/1,81
17	Function + code + registration number	12/17	3,90/3,85
18	Function + code + velocity	7/9	2,27/2,04
19	Function + code + origin	11/21	3,57/4,75
20	Function + purpose + dimensions	8/15	2,60/3,39
21	Function + materials + model	3/7	0,97/1,13
22	Function + material + name	3/5	0,97/1,13
23	Function + fuel + payload	6/7	1,95/1,58
24	Function + mode of operation + name	7/9	2,27/2,04
25	Function + Operating Method + Speed	5/6	1,62/1,36
26	Function + mode of operation + payload	8/11	2,60/2,49
27	Function + number of engines + dimensions	4/5	1,30/1,13
28	Function + possession + proper name	8/22	2,60/4,98
29	Function + number of wings + brand	4/5	1,30/1,13
30	Functionality + brand + code	11/15	3,57/3,39
31	Function + Properties + Origin	9/13	2,92/2,94
32	Function + payload + origin	5/7	1,62/2,36
33	Functions + fabrication materials + properties	5/6	1,62/1,36
34	Function + origin + origin	21/23	6,82/5,20
35	Function+code+ brand	15/17	4,87/3,85
36	Function + production mechanism + scope	6/10	1,95/2,26
37	Code+functions+ properties	8/11	2,60/2,49
38	Brand + code + model	11/12	3,57/2,71
39	Brand + code + brand	10/15	3,25/3,39
Total		308/442	100/100

39 nomination categories with three criteria have a total of 308 referents and 442 occurrences. In particular, the function + origin + origin criteria category has 21 referents, reaching at 6.82%; function + code + brand criteria category has 15 referents, accounting for 4.87%; the function + dimensions + quality criteria, function + code + registration number criteria categories all have 12 referents, accounting for 3.90%; The categories with function 1 + function 2 + brand, function + model + code, function + code + origin, function + brand + code, brand + code + model, which all have from 03 to 10 referents, equaling from 0.97% to 3.25%.

In terms of occurrences, the function+origin+origin criteria category had the largest number of occurrences with 23 times, reaching 5.52%; The function + possession + proper name criteria category is the second largest number of occurrences with 22 times, accounting for 4.98%. The nomination

categories with function 1 + function 2 + brand criteria with 18 occurrences, equaling 4.07%; The function + code + registration number criteria and the function + code + brand criteria categories all had 17 occurrences, accounting for 3.85%; The function 1 + function 2 + code criteria category, function + dimensions + quality criteria, function + code + model criteria, function + purpose + dimension criteria, function + brand + code criteria, and brand + code + firm all have 15 occurrences, standing at 3.39%. All the remaining nomination categories have from 05 to 13 occurrences, standing between 1.13% and 2.94%.

Means of Air Transport Nomination Categories with Four Criteria

Means of air transport nomination with four criteria has 13 categories with 130 referents, 140 occurrences, the following table:

Table 4: Means of air transport nomination categories with four criteria

No	Means of air transport nomination categories with four criteria	Quantity of referents/ occurrences	Rate
1	Function 1 + function 2 + form + code	8/8	6,15/5,71
2	Function 1 + function 2 + dimensions + velocity	5/6	3,58/4,29
3	Function 1 + function 2 + code + origin	12/12	9,23/8,57
4	Function 1 + function 2 + brand + code	11/12	8,46/8,57
5	Function 1 + function 2+ function 3+ function 4	3/4	2,31/2,86
6	Function + code + carrier + origin	12/13	9,23/9,29
7	Function + code + registration number + brand	7/9	5,38/6,43
8	Function + purpose of use + scope of operation + origin	5/6	3,85/4,29
9	Function + brand + code + model	13/13	10,00/9,29
10	Function + Brand + code + registration number	11/11	8,46/7,86
11	Function + brand + code + dimensions	15/16	11,54/11,43
12	Function + Payload + Material + Model	12/13	9,23/9,29
13	Brand + code + firm + origin	16/17	12,31/12,14
	Total	130/140	100/100

Considering the number of referents, the brand + code + firm + origin criteria category has 16 referents, reaching 12.31%; The second most number of referents is Function + Brand + Code + Dimensions which has 15 referents, equaling 11.54%. The third most number of referents is the function + brand + code + model criteria category with 13 referents, accounting for 10%. There are three nomination categories have 12 referents, accounting for 9.23% including function 1 + function 2 + code + origin, function + code + firm + origin, and function + payload + material + model. The models have 11 expressions, accounting for 8.46% consisting of two models: function 1 + function 2 + brand + code and function + brand + code + registration number. The remaining categories only have from 03 to 08 referents, standing from 2.23% to 6.15%. In terms of occurrences, the brand + code + firm + origin criteria category has the most occurrences with 17 times and reaching 12.14%. The function + brand + code + dimensions criteria category has 16 occurrences, equaling 11.43%; Function+ Code + Firm + Origin, Function + Brand +

Code + Model, and Function + Payload + Material + Model criteria categories all had 13 occurrences, standing 9.29%. The remaining nomination categories have from 04 to 12 occurrence, accounting for from 2.28% to 8.57%. Thus, Means of air transport nomination categories with four criteria have the number of referents and occurrences essentially proportional to each other. In particular, the nomination category with the most number of referents and occurrences is the brand + code + firm + origin criteria. In contrast, the nomination category with the least number of referents is function 1 + function 2 + function 3 + function 4.

Means of Air Transport Nomination Categories with Five Criteria

Means of air transport nomination with five criteria has a total of 06 categories with 80 referents and 144 occurrences as the following summary table:

Table 5: Means of air transport nomination categories with five criteria

No	Means of air transport nomination categories with five criteria	Quantity of referents/ occurrences	Rate
1	Function 1 + function 2 + dimensions + velocity + dimensions	12/13	15/9,03
2	Function 1 + function 2 + brand + code + firm	15/23	18,75/15,97
3	Function + brand + code + properties + firm	18/24	22,5/16,67
4	Function + brand + code + firm + registration number	13/30	16,25/20,83
5	Function + brand + code + registration number + brand	12//33	15/22,92
6	Brand + code + name + brand + number	10/21	12,5/14,58
	Total	80/144	100/100

In these 06 nomination categories, in terms of the number of referents, the function + brand + code + properties + firm criteria nomination category has 18 referents and reaching for 22.5%; function 1 + function 2 + brand + code + firm criteria nomination category has 15 referents, accounting for 18.75%; the function + brand + code + firm + registration number criteria nomination category has 13 referents, equaling 16.25%; The function 1 + function 2 + dimensions + velocity + dimensions and function + brand + code + registration number + firm criteria nomination categories have 12 referents, standing for 15%. The brand + code + name + firm + registration number has 10 referents, accounting for 12.5%.

In terms of occurrences, the function + brand + code + registration number + firm criteria nomination category has 33 occurrences, reaching 22.92%; function + brand + code + firm + registration number with 30 occurrences, equaling 20.83%; Followed by function +

brand + code + properties + firm criteria, function 1 + function 2 + brand + code + firm criteria and brand + code + name + firm + registration number criteria nomination categories has 24 occurrences, equaling 16.67%, 23 occurrences, accounting for 15.97% and 21 occurrences, standing at 14.58%. Besides, The function 1 + function 2 + dimensions + velocity + dimensions criteria nomination category has 13 occurrences, standing only at 9.03%. This data shows that the number of referents and occurrences is not directly proportional. For instance, function + brand + code + registration number + firm criteria, function + brand + code + firm + registration number criteria, and brand + code + name + firm + registration number criteria nomination categories have a small number of referents but have a high number of occurrences.

The following table compares the means of air transport nomination categories with multiple criteria.

Table 6: Means of air transport nomination categories with multiple criteria

No	Nomination categories with multiple criteria	Number of categories	Rate	Quantity of referents	Rate	Occurrences	Rate
1	Two criteria	8	12,12	145	21,87	186	20,39
2	Three criteria	39	59,09	308	46,46	442	48,46
3	Four criteria	13	19,70	130	19,61	140	15,35
4	Five criteria	6	9,09	80	12,07	144	15,79
	Total	66	100	663	100	912	100

The above data shows that, of the four nomination categories with multiple criteria, the three criteria nomination has the largest number of categories, the number of referents, and occurrences, with 39 categories, 308 referents, and 442 occurrences, respectively. Following by nomination with two criteria with only 8 categories, 145 referents, and 186 occurrences. While the four criteria nomination has 13 categories, including 130 referents, and occurs 140 times.

Compare nomination categories with single criteria and nomination categories with multiple criteria in three aspects. Firstly, in terms of the number of categories, the single criteria nomination has 9 categories while the multiple criteria nomination has 66 categories. In terms of the number of referents, the single criteria nomination categories have 157 referents while the multiple criteria nomination categories have 663

referents. In terms of occurrences, single criteria nomination categories occur 4,342 times and multiple nomination categories occur 912 times. It can be seen that the single criteria nomination has a much smaller number of categories and referents than the multiple criteria nomination. However, in terms of occurrences, single criteria nomination categories occur more times than multiple nomination categories. Hence, it is undeniable that the single-criteria nomination categories are more popular than the multiple-criteria nomination categories.

CONCLUSION

Thus, in this work, we surveyed air transport vehicles in Vietnamese through tapchihangkhong.com, Vietnamese dictionaries, and daily Vietnamese speech to figure out the means of air transport nomination categories with single criteria as well as the ones with

multiple criteria. In particular, there are 9 means of air transport nomination categories with single criteria including 157 referents and 4342 occurrences. means of air transport nomination categories with multiple criteria include two criteria, three criteria, four criteria, and five criteria nomination with all 66 categories, 663 referents, and 912 occurrences. Thus, the nomination with single criteria has many times fewer categories and referents than the nomination with multiple criteria. Nevertheless, the nomination categories with single criteria occur more time than nomination categories with multiple criteria.

This reflects the popularity of the nomination categories with single criteria over nomination categories with multiple criteria. This is fully consistent with the nature of language nomination. As can be seen that the nomination categories with single criteria are the basis of nomination categories with multiple criteria. Moreover, short and highly generalized referents have a greater frequency of use which is consistent with the laws of language, mindset, and culture.

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