CHAPTER IV

CONCLUSION AND SUGGESTION

4.1. Conclusion

This study aimed to identify the types of directive utterances found in radiotelephony communication between Air Traffic Controllers (ATCs) and pilots at Minangkabau International Airport by applying Kreidler's theory of directive utterances. Based on the analysis of 13 utterances, two types of directive utterances were identified, namely commands and requests. Commands were found in ten data, while requests appeared in three data. Meanwhile, no advice utterances were identified in the analyzed data.

The findings indicate that commands are the dominant type of directive utterance used in radiotelephony communication. Their frequent occurrence suggests that communication between ATCs and pilots largely relies on direct utterances to convey operational actions and flight-related procedures. In contrast, requests were used less frequently and were mainly functional to obtain information, clarification, or confirmation during communication exchanges.

Furthermore, the absence of advice utterances shows that radiotelephony communication is primarily oriented toward operational communication rather than suggestions. This finding is consistent with the nature of aviation communication, which emphasizes the delivery of operational instructions and information between ATCs and pilots.

In conclusion, the application of Kreidler's theory revealed that commands and requests are the directive utterance types found in the analyzed data, with commands occurring most frequently. These directive utterances facilitate the delivery of instructions and information between ATCs and pilots, contributing to effective radiotelephony communication and supporting mutual understanding during flight operations.

4.2. Suggestion

Despite its contributions, this study has several limitations. During the process of collecting data, the researcher found that communication between Air Traffic Controllers (ATCs) and pilots is highly confidential. As a result, not all types of aviation communication can be accessed for research purposes. The data in this study mainly comes from routine flight communications, which are more accessible and safer to analyze. However, factors such as weather conditions, radio signal quality, and the speaker's tone of voice may influence how messages are delivered and interpreted during communication.

Thus, for further research, it is suggested that other researchers explore language use in different professional context. Since English functions as a global language, pragmatic analysis could also be applied in areas such as courtroom interaction, corporate communication, or other institutional settings. Expanding the scope of research would help provide a deeper understanding of how effective communication works in professional environments where clarity and accuracy are highly important.