AN ANALYSIS OF LEXICAL DENSITY AND COMMUNICATION COMPETENCE IN FORMULA 1 TEAM RADIO COMMUNICATION

THESIS

Written By :

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STATE ISLAMIC UNIVERSITY OF KIAI HAJI ACHMAD SIDDIQ JEMBER
FACULTY OF TARBIYAH AND TEACHER TRAINING
ENGLISH EDUCATION STUDY PROGRAM
JUNE 2026

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Submitted to State Islamic University of Kiai Haji Achmad Siddiq Jember
In Partial Fulfillment of the Requirements
For a Bachelor's Degree (S.Pd.)
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AN ANALYSIS OF LEXICAL DENSITY AND COMMUNICATION COMPETENCE IN FORMULA 1 TEAM RADIO COMMUNICATION

THESIS

Has been examined and approved by the board of examiners to fulfill the requirements for the Bachelor Degree of Education (S. Pd) Faculty of Tarbiyah and Teacher Training English Education Study Program

Day: Wednesday
Date: June 17th, 2026

The Board Examiners

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MOTTO

يٰٓاَيُّهَا الَّذِيْنَ اٰمَنُوا اتَّقُوا اللّٰهَ وَقُوْلُوْا قَوْلًا سَدِيْدًا ۙ

"Believers, be mindful of God, speak in a direct fashion and to good purpose"
(QS. Al-Ahzab: 70)[1]

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[1] QS. Al-Aḥzāb [33]: 70-71, diakses dari https://quran.com/al-ahzab/70-71

DEDICATION

Praise be to Allah SWT, who has provided assistance and continues to Bestow His mercy and blessings upon His servants. As a token of respect and affection, the author dedicates this thesis as an expression of deep gratitude and appreciation to:

To my beloved parents, my father, R. Endarwinto, and my mother, Emy Qori'ah, as well as my brother, Raden Muhammad Hafizh Iqbal Fauzi. They have been my greatest source of motivation throughout the completion of this thesis, continuously encouraging me to pursue my dreams and to finish this academic journey. The prayers of my parents have also brought me to this stage of accomplishment. I would like to express my deepest and sincere gratitude for their endless support, guidance, and prayers. Their presence and prayers have been my greatest strength in facing every challenge during the process of completing this thesis.

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Jember, 21 May 2026

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ABSTRACT

Raden Muhammad Haidar Dzakwan Nabil, 2026**:** *An Analysis of Lexical Density and Communication Competence in Formula 1 Team Radio Communication*

Keywords: Lexical Density, Communication Competence, F1 Radio Communication

This study investigates the communication competence of radio communication between Formula 1 drivers and race engineers through the perspective of lexical density. Communication in Formula 1 requires language that is clear, concise, and informative due to the high pressure and time sensitive racing environment. Although previous studies have examined Formula 1 communication from pragmatic and linguistic perspectives, limited research has explored lexical density as an indicator of communication effectiveness in professional sports discourse.

This research aims to answer the following research question How is communication competence demonstrated in Formula 1 radio communication? The study aims to assess of radio communication competence between Formula 1 drivers and race engineers by analyzing the proportion is lexical density.

This study employs a qualitative descriptive method supported by quantitative analysis. The data were collected from Formula 1 radio communication transcripts obtained from official Formula 1 broadcasts and related media sources. The analysis focused on identifying content words and function words in each utterance to calculate lexical density. In addition, communication competence was analyzed through linguistic, sociolinguistic, and pragmatic aspects to assess communication effectiveness

The findings reveal that Formula 1 radio communication demonstrates a moderate level of lexical density, reflecting a balance between informational efficiency and clarity. The communication remains effective because the utterances are concise, context appropriate, and easily understood in high pressure racing situations.

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CHAPTER I

INTRODUCTION

A. Reseacrh Context

Since language is the main means by which people communicate their thoughts, exchange experiences, and engage in social situations, communication is an essential component of language usage. According to linguistic research, language is a useful instrument that promotes social interaction and communication among community members rather than just a set of symbols. In a variety of speech contexts, speakers employ language to negotiate comprehension, communicate meanings, and accomplish certain goals. As a result, studying communication as a component of language usage enables academics to comprehend how language functions in everyday interactions, emphasizing it's influence on meaning, culture, and interpersonal relationships.[2] Therefore, understanding communication requires examining how effectively messages are conveyed and interpreted.

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The capacity to convey a message in a clear, accurate, and efficient manner such that the recipient completely understands it is referred to as in effective communication. It entails not just conveying information but also making sure that the sender and the recipient understand each other, which is said to be the foundation of effective communication. Effective communication in organizational and professional settings places a strong

[2] Dzhukaeva, M. A., Abueva, N. N., & Mamedova, G. B. (2024). *Language as a tool of communication: How it reveals cultural reality and forms our spirit*. SHS Web of Conferences, 195, 02006.

emphasis on message delivery that is clear, succinct, and consistent in order to minimize misunderstandings and enhance performance. In order to facilitate coordinated action and well informed decision making, successful communication is therefore frequently seen as a process in which the audience authentically receives and correctly interprets the meaning intended by the sender.[3] This concept becomes particularly critical in high pressure environments that demand rapid and precise information exchange, such as Formula 1 racing.

In high performance sporting settings, especially in racing like Formula 1, where decisions must be taken in a split second, effective communication is essential. Team radio communication, which links drivers with race engineers and strategists during practice, qualifying, and races, is one of the most important modes of communication in Formula One. Teams communicate in real time via this channel, exchanging situational input, strategy updates, and technical directions. How effectively and accurately this message is conveyed can have a direct impact on the effectiveness of race strategy and, in some situations, overall race outcomes.[4] This crucial requirement for accuracy and efficiency emphasizes how crucial it is to look at language characteristics, including lexical density, as markers of successful effective communication in Formula 1 team radio conversation.

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[3] Phillips, J., Carter, K. M., & Roumpi, D. (2024). *Clarity, Conciseness, and Consistency Are the Keys to Effective Communication*.

[4] Rubio-López, B. P. (2025). *The Linguistics Behind Formula 1: The Predominant Lexical, Grammatical and Pragmatic Features of Team Radios*. Revista de Lenguas para Fines Específicos, 31, 114–143. https://doi.org/10.20420/rlfe/2025.784

Lexical density is a key factor in the efficient encoding and transmission of information through language, which is directly linked to effective communication. The quantity of information included in a communication is reflected in its lexical density, which is defined as the percentage of content words in a speech; higher lexical density denotes greater informational richness. Higher lexical density texts or utterances tend to express more meaning in fewer words, according to research, which can improve communication efficiency, particularly in situations that call for accuracy and brevity. However, if the message becomes too complicated to understand, excessive density may also raise cognitive burden and decrease clarity. Consequently, a balance between informational richness and clarity is necessary for effective communication.[5] Therefore, examining the linguistic features that contribute to message efficiency, particularly lexical density, becomes highly relevant in this context.

Lexical density is the percentage of content words, such as nouns, lexical verbs, adjectives, and adverbs, relative to the overall number of words in a text or speech is known. Because function words fulfill grammatical functions and content words contain semantic meaning, higher lexical density in discourse analysis is linked to increased informational richness. Lexical density might indicate the degree to which language is more concerned with meaning than structural support in communication

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[5] Liu Z and Dou J (2023) Lexical density, lexical diversity, and lexical sophistication in simultaneously interpreted texts: a cognitive perspective. Front. Psychol. 14:1276705. doi: 10.3389/fpsyg.2023.1276705

circumstances where accuracy and information transfer are crucial. Higher lexical density texts or interactions tend to encode more information per word, which may demand more cognitive processing but also more effectively transmit substantive material, according to studies of oral and written communication.[6] Studies of oral and written communication have shown that higher lexical density texts or interactions tend to encode more information per word, which may require more cognitive processing but also more effectively transmit substantive material. This finding supports the need to investigate how lexical density functions in specialized contexts like Formula 1 radio communication, where effective, clear, and efficient information transfer is crucial for strategy execution and real time decision making.

The present study is intended to explore variations in linguistic complexity and to compare the lexical density of spoken and written texts. The results show that spoken texts rely more on function terms and simpler syntactic constructs, whereas written texts often have larger lexical densities. Nonetheless, the study highlights that linguistic choices can be greatly influenced by contextual demands. Furthermore, research study provides methodological insights pertinent to the examination of Formula 1 radio communication. This study supports the need to investigate if such specialist spoken speech deviates from ordinary spoken language patterns

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[6]*Lexical density, lexical diversity, and lexical sophistication in interpreted texts* — Z. Liu et al. (2023).

by displaying increased lexical density, given that Formula 1 radio conversations are time sensitive and technical.[7] Emphasizes the importance of clear, accurate, and consistent message delivery in order to demonstrate how good communication is critical to the successful implementation of strategies. The study demonstrates that in professional settings, effective information transfer is crucial for coordination and decision making. This is pertinent to the current study, which examines real time interaction in Formula 1 team radio communication while still concentrating on communication efficacy. This study specifically expands on the idea by investigating the role that lexical density plays in effective information transmission in high stress communication contexts.[8]

While lexical density has been studied extensively as a measure of information density and linguistic complexity, the majority of these research concentrate on written texts or general speech rather than real time professional communication. However, linguistic metrics like lexical density have not been included in research on successful communication, which has mostly been conducted from pragmatic or functional viewpoints. Studies that have been done on Formula 1 communication often focus on speech actions or communication tactics rather than quantitative linguistic examination of language usage efficiency. Because no prior research has explicitly combined lexical density with efficient communication in

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[7] Khorina, M., & Handani, W. Z. (2024). *Comparing the Lexical Density of Spoken and Written Texts*. Journal of English Language Teaching and Linguistics.

[8] Chirwa, M., & Boikanyo, D. H. (2022). *The role of effective communication in successful strategy implementation*. *Acta Commercii*, *22*(1).

Formula 1 team radio communication, especially in high pressure and fast paced racing conditions, there is currently a glaring research vacuum.

For that reason, the purpose of this study is to examine the efficacy of Formula 1 radio communication using lexical density as a lens. This study looks at how much emphasis is placed on content terms over function words in Formula 1 radio transmissions in an effort to provide more light on how linguistic efficiency is attained in high pressure professional communication. It is anticipated that the results would theoretically advance sports linguistics and practically advance knowledge of successful communication tactics in harsh operating settings.

B. Research Focuses

Based on the background described above, there is an issues that must be examined in detail. Therefore, the focus of this study is, How is communication competence demonstrated in Formula 1 radio communication?

C. Research Objective

The study aims to assess of radio communication competence between Formula 1 drivers and race engineers by analyzing the proportion is lexical density.

D. Research Significance

This research is expected to contribute both theoretically and practically after this research is conducted, namely:

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1. Theoretical Significance

   It is anticipated that this research will advance applied linguistics, especially in the domains of sports linguistics and discourse analysis. The idea of lexical density, which has been applied more frequently in written texts, is extended in this study to the setting of professional oral communication that occurs under pressure, like Formula 1 radio transmission. Furthermore, this work may be used as a scholarly reference for future investigations into the efficacy of communication based on quantitative linguistic features.

2. Practical Significance

   For Researchers, This study gives researchers firsthand experience using linguistic theory specifically, the idea of lexical density to analyze actual communication data in a high pressure, professional setting. Researchers may broaden their research horizons in the field of applied linguistics, improve their comprehension of successful communication in the realm of professional sports, and hone their quantitative language analytic abilities through this study. Additionally, by methodically analyzing and evaluating linguistic data, this research gives researchers a way to improve their critical and methodological thinking abilities.

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E. Definition of Key Terms

To avoid misunderstandings and to clarify the scope of this study, several key terms are defined as follows:

1. Communication Competence

Communication Competence refers to an individual's ability to communicate effectively and appropriately in various contexts by demonstrating the knowledge, skills, and attitudes required to convey and interpret messages successfully. It encompasses the capacity to express ideas clearly, adapt communication to the audience and situation, and achieve mutual understanding while maintaining social and cultural appropriateness. In this study, communication competence is defined as the participants' ability to deliver messages clearly and interact effectively with listeners, as reflected in their communication performance during the research activities.

2. F1 Radio Communication

Communication between a race engineer and a Formula 1 driver typically involves the exchange of critical information related to the race, such as pit stop instructions, race strategy, weather conditions, gaps to other drivers, and the car's condition, including engine temperature, tire temperature, tire degradation, and overall vehicle performance. These messages are delivered in real time through team radio to help the driver make quick and accurate decisions in a highly dynamic and high pressure racing environment. This study collects data from the 2025 Formula 1 season, which consists of 24 races in the official F1 calendar year.

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3. Lexical Density

Lexical density in this study is used to measure the information density of Formula 1 radio communication by comparing content words and function words. This analysis aims to examine how efficiently messages are delivered, as higher lexical density indicates more concise and informative communication in the fast paced and high pressure racing environment.

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CHAPTER II

LITERATURE REVIEW

A. Previous Study

1. Rubio López's research study looks at Formula 1 team radio communication from a language standpoint, emphasizing the lexical, grammatical, and pragmatic elements that drivers and race engineers employ during live races. by examining real radio transcripts from several Grand Prix races.

   The study shows that task oriented language, conciseness, and clarity are valued in Formula 1 radio speech. In order to ensure quick comprehension in high stress racing situations, utterances are frequently grammatically shortened while maintaining semantic precision.

   Additionally, Rubio López's research study indicates that content terms such imperative verbs and technical nouns play a major role in Formula 1 radio communication. The results indicate a significant degree of lexical efficiency even when lexical density is not explicitly assessed. For future research that quantitatively examines lexical density as a measure of successful communication in Formula 1 racing, this study offers a solid contextual foundation.[9]

2. Subekti, A. S. (2020) This study aims to investigate self-perceived communication competence (SPCC) and communication apprehension

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[9] Rubio-López, B. P. (2025). *The Linguistics Behind Formula 1: The Predominant Lexical, Grammatical and Pragmatic Features of Team Radios*. Revista de Lenguas para Fines Específicos, 31, 114–143. https://doi.org/10.20420/rlfe/2025.784

(CA) among Indonesian college students learning English as a second language. The study employed a quantitative approach, involving 276 students not majoring in English through a survey. The results show that the students' communication competence falls into the moderate category and that there is a significant negative correlation between communication competence and communication apprehension. The higher students' perception of their communication competence, the lower their level of anxiety when communicating. This study confirms that communication competence is a key factor in enhancing students' self-confidence and speaking ability.[10]

3. Haroen, Adistie, Agustina, & Juniarti (2024) This study used a quasi-experimental design to determine the effect of hybrid English learning on the communication competence of nursing students. A total of 173 students participated in hybrid-based learning that combined lectures, tutorials, project-based learning, WhatsApp, Zoom, and a Learning Management System. The results showed that this approach significantly improved students' self-perceived communication competence . This study concludes that learning strategies that provide opportunities for active communication practice can enhance students' communication competence.[11]

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[10] Subekti, A. S. (2020). *Self-perceived communication competence and communication apprehension: A study of Indonesian college students*. *EduLite: Journal of English Education, Literature and Culture, 5*(1), 14–31. https://doi.org/10.30659/e.5.1.14-31

[11] Haroen, H., Adistie, F., Agustina, H. R., & Juniarti, N. (2024). *Effect of integrated English hybrid learning for undergraduate nursing students on students' self-perceived*

4. To examine variations in linguistic complexity, Khorina and Handani's study analyzes lexical density in spoken and written texts.

   The results show that spoken texts rely more on function terms and simpler syntactic constructs, whereas written texts often have larger lexical densities. Nonetheless, the study highlights that linguistic choices can be greatly influenced by contextual demands.

   Furthermore, Khorina and Handani's research study provides methodological insights pertinent to the examination of Formula 1 radio communication. This study supports the need to investigate if such specialist spoken speech deviates from ordinary spoken language patterns by displaying increased lexical density, given that Formula 1 radio conversations are time sensitive and technical.[12]

5. M. W. Sudrajat and S. Wachidah (2021) carried out a pertinent study on lexical density in academic discourse, analyzing lexical density and experiential structure in nominal groups present in academic texts. According to their study, academic writing often has a high lexical density because it uses a lot of content words, especially nouns and complex nominal groupings, which efficiently compress information and communicate meaning. This demonstrates that lexical density is a crucial linguistic characteristic that defines academic speech that is rich in information.

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communication competence and communication apprehension: A quasi-experiment study. *Heliyon, 10*(15), e35350. https://doi.org/10.1016/j.heliyon.2024.e35350

[12] Khorina, M., & Handani, W. Z. (2024). *Comparing the Lexical Density of Spoken and Written Texts*. Journal of English Language Teaching and Linguistics.

Additionally, the study makes a clear contrast between academic and non academic texts, demonstrating that informal or non academic language typically has lower lexical density due to a larger dependence on clause based structures and grammatical function terms. These results provide credence to the idea that lexical density can serve as a trustworthy measure for distinguishing informational compactness levels among various discourse kinds. Consequently, this framework is relevant for analyzing professional spoken communication, such as Formula 1 team radio interactions, which, although spoken, may display relatively high lexical density due to technical content and communicative efficiency demands.[13]

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[13] Sudrajat, M. W., & Wachidah, S. (2021). *The lexical density and experiential structure of nominal groups*. STAIRS: English Language Education Journal

Table 2.1 Similarities and Differences Between Previous research and Current Research

Research Title	Similarities	Differences
Rubio López (2025) The Linguistics Behind Formula 1: The Predominant Lexical, Grammatical and Pragmatic Features of Team Radios	Both studies analyze Formula 1 team radio communication and focus on linguistic aspects of professional spoken discourse.	The previous study focuses on general linguistic features without measuring lexical density quantitatively, while the current study specifically analyzes lexical density as the main variable to assess communication effectiveness.
Subekti (2020) Self-perceived Communication Competence and Communication Apprehension: A Study of Indonesian College Students	Both study and this study address communication competence as their central concept. Both focus on an individual's ability to convey messages effectively so that the communication can be	The differences lie in the focus, subject, and research methods. Subekti (2020) examined self-perceived communication competence—that is, students' perceptions of their own communication abilities—and its relationship to communication apprehension through a quantitative approach using a

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Research Title	Similarities	Differences
	understood by the listener. Furthermore, both studies fall within the field of English-language communication.	questionnaire. In contrast, this study does not measure self-perception but analyzes actual communication competence as demonstrated in Formula 1 radio communications. This study uses lexical density as a linguistic analysis tool to assess how communication competence is reflected in language use during communications between drivers and race engineers.
Haroen, Adistie, Agustina, & Juniarti (2024) Effect of Integrated English Hybrid Learning for Undergraduate Nursing Students on Students' Self-	The study both treat communication competence as the main variable. Both studies also seek to understand how communication competence can be observed and evaluated in the	This study focuses on improving nursing students' self-perceived communication competence through hybrid learning using a quasi-experimental design. However, this study does not examine the effectiveness of a specific learning method or changes in communication competence. This study employs a

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Research Title	Similarities	Differences
Perceived Communication Competence and Communication Apprehension: A Quasi-Experiment Study	context of English language use.	discourse analysis approach by examining lexical density in Formula 1 radio communication to elucidate the characteristics of communication competence in professional communication that must be fast, accurate, and efficient. Thus, this study offers a new perspective through linguistic analysis of authentic communication in the world of professional sports, rather than through perception measurements or learning interventions.
Khorina & Handani (2024) Comparing the Lexical Density of Spoken and Written Texts	Both studies investigate lexical density as an indicator of linguistic complexity.	The previous study compares spoken and written texts in general contexts, whereas the current study concentrates on spoken discourse within Formula 1 racing communication.

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Research Title	Similarities	Differences
M. W. Sudrajat and S. Wachidah's (2021) Lexical Density and Information Packaging across Genres	Both this study research concentrate on lexical density as a means of analyzing information density in language. Both studies examine how content words support efficient meaning creation in conversation using the idea of lexical density.	This study differs in its focus and analytical approach. While Sudrajat and Wachidah (2021) analyze written academic texts and nominal group structures, the present study examines spoken Formula 1 team radio communication using overall lexical density to assess communicative effectiveness in high pressure contexts.

This study shares similarities with previous research in viewing language as a tool for effective communication and in considering lexical density as a measure of linguistic efficiency. However, unlike earlier studies that focus on speech acts or general linguistic features, this study positions lexical density as the main variable in analyzing Formula 1 radio communication. Therefore, it addresses a research gap and offers a new perspective in professional communication and linguistics.[14]

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[14] Fadhil, A., Gunawan, W., & Wirza, Y. (2023). *Lexical Density in EFL Indonesian Textbooks: A Comparative Analysis*. JALL.
doi: https://jurnal.unigal.ac.id/jall/article/view/9727

B. Theoretical Framework

1. English Communication

A key component of language usage is English communication, which allows people to share ideas, meanings, and information in a variety of settings. According to David Crystal's concept of English as a Global Language, English is an international language that is essential to professional contact, scientific cooperation, and international communication. It is a vital tool for efficient communication in a globalized society since it is extensively utilized in many different sectors. Billions of people use English for academic, technical, and intercultural purposes, making it one of the most widely used languages in the world.[15]

Communicative Competence Theory Dell Hymes, from a theoretical standpoint, communicative competence which stresses both grammatical knowledge and the capacity to use language effectively in various social contexts is intimately associated with English communication. This paradigm emphasizes that both language proficiency and contextual awareness are necessary for efficient communication by integrating linguistic, sociolinguistic, discourse, and pragmatic elements. Understanding how people create and evaluate

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[15] Wang, Y., & Zheng, L. (2022). *A Novel Deep Framework for English Communication Based on Educational Psychology Perspective*.
doi: https://doi.org/10.3389/fpubh.2022.916101

meaning in authentic communication contexts is largely dependent on communicative ability.[16]

According to M.A.K. Halliday (1985), Spoken and written communication are the two primary types of English communication. Spoken communication is characterized by immediacy, spontaneity, and the use of straightforward and effective frameworks. It takes place in real time encounters, such as conversations, discussions, or broadcasts. On the other hand, written communication is typically more formal, organized, and structured, which permits more sophisticated language use and larger lexical densities. Context has an impact on the distinction between spoken and written modes as well since language choices change based on the participants, scenario, and communication goal.[17]

According to Albert Mehrabian's Immediacy Theory. In communication, "immediacy" refers to actions that foster immediate interaction and psychological intimacy between speakers. It has been demonstrated that teacher immediacy has a major impact on students' desire to speak and their participation in educational activities in the Indonesian educational setting. This covers both verbal and nonverbal techniques including replying quickly, using inclusive pronouns, and keeping a friendly tone that lessens social distance. Immediacy makes

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[16] Qosimov, J. (2024). *Theoretical Foundations of Communicative Competence and Its Importance in Teaching English*.

[17] Doedens, W., Meteyard, L. What is Functional Communication? A Theoretical Framework for Real-World Communication Applied to Aphasia Rehabilitation. *Neuropsychol Rev* **32**, 937–973 (2022).
doi: https://doi.org/10.1007/s11065-021-09531-2

communication feel more intimate and participatory rather than distant or formal, which boosts student engagement and participation, according to research done in Indonesian EFL contexts.[18]

One of the most important aspects of spoken contact is spontaneity, which is the natural, in the moment creation of words without significant prior forethought. According to research on Indonesian EFL students, spontaneity manifests itself in informal discussions through elements like laughing, pauses, and quick answers, which represent genuine engagement and meaning negotiation. As learners modify their language dynamically to sustain contact, these spontaneous aspects show active cognitive processing and communicative skill rather of being seen as mistakes. This demonstrates how spontaneity is crucial for improving fluency and engaging communication abilities in everyday situations.[19]

To guarantee successful message transmission, simple language stresses directness, simplicity, and clarity. Clear and courteous language is crucial in Indonesian communication studies to prevent misunderstandings and preserve productive connection, particularly in digital and educational contexts. Research on Indonesian communication etiquette reveals that, especially in mediated communication like instant messaging, the use of straightforward and

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[18] Jaya, H. P., Islami, A. N., Suganda, L. A., & Dari, R. T. W. (2022). *The Lecturers' Immediacy Attributes and Students' Willingness to Communicate*. IJLECR.

[19] Ekaningsih, N. (2019). *Analysis of Casual Conversation in Spontaneity Features*. Indonesian EFL Journal.

intelligible language helps bridge expectations between speakers. Simple language makes communication more effective and accessible by lowering ambiguity and cognitive burden, particularly in situations where clarity is essential.[20]

English communication is especially important in professional settings where quick, precise, and effective information transmission is necessary, like Formula 1 team radio communication. In these situations, most communication is verbal and takes place under time constraints, necessitating clear language and excellent informative efficiency. Because English communication represents how language is tuned to facilitate efficient communication in real time, high stakes circumstances, it is a useful field of study for examining linguistic properties like lexical density.[21]

2. Communication Competence

The capacity to communicate successfully and responsibly in a certain situation is referred to as communication competency. Spitzberg's (2013) communication competence model defines communication competence as the extent to which, depending on the context, communication conduct is regarded as both acceptable and successful. It's not only about having communication abilities; it's also

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[20] Permatasari, A. N., Soelistiyowati, E., & Nugroho, V. T. A. (2022). *Mobile Instant Messaging Communication Etiquette*. PAROLE Journal, Universitas Diponegoro.

[21] Wang, Y., & Zheng, L. (2022). *A Novel Deep Framework for English Communication Based on Educational Psychology Perspective*.
doi: https://doi.org/10.3389/fpubh.2022.916101

about how those talents are assessed in particular situations. This viewpoint emphasizes that competence is impacted by elements including motivation, knowledge, and abilities, and that effective communication relies on how effectively people modify their language usage to fit certain contexts.[22]

Additionally, communication competency is seen as a goal oriented skill that entails choosing and utilizing suitable communication techniques. Communicative competence, according to Kiessling & Fabry (2021), is the capacity to accomplish communicative objectives in a way that is socially acceptable by integrating both verbal and nonverbal actions. Coordination, timing, flexibility, and reactivity to the communication partner and situation are all necessary. This suggests that communication skills are flexible and may be improved with effort and experience.[23]

In addition, communication competency may be viewed as a multifaceted concept made up of a number of interconnected elements. According to Light's (1989) communicative competence model, effective contact is supported by linguistic, social, strategic, and operational competences. These elements highlight the fact that effective communication requires more than just language proficiency;

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[22] Spitzberg, B. H. (2013). Introducing *Communication competence to the health professions.*
doi: https://pmc.ncbi.nlm.nih.gov/articles/PMC4147740/

[23] Kiessling, C., & Fabry, G. (2021). *What is communicative competence and how can it be acquired?*
doi: https://pmc.ncbi.nlm.nih.gov/articles/PMC7994879/

it also entails the capacity to employ language effectively and strategically in a variety of situations. This approach is especially useful for examining professional communication, where effectiveness, clarity, and flexibility are crucial, such in Formula 1 team radio communication.[24]

Additionally, communication competence encompasses a number of elements, including linguistic competence, sociolinguistic competence, and pragmatic competence.

a. Linguistic Competence

Understanding language systems like grammar, vocabulary, syntax, and phonology that allows one to create and comprehend meaningful language is known as linguistic competence. Linguistic competence, which is based on Noam Chomsky's theory, emphasizes language knowledge above its actual use in day to day communication. Linguistic competence is valued in the Indonesian educational and EFL setting because it enables students to acquire the grammatical, lexical, and textual knowledge required for successful communication in both academic and daily contexts.

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[24] Light, J. (1989). *Toward A Definition Of Communicative Competence* For Individuals Using Augmentative And Alternative Communication Systems
doi: https://doi.org/10.1080/07434618912331275126

b. Sociolinguistic Competence

The capacity to use language effectively depending on social context, including participants, setting, and cultural standards, is known as sociolinguistic competence. It entails recognizing the distinctions between formal and informal communication and modifying language use appropriately. This ability is crucial for acceptable and successful communication in a variety of social and cultural contexts.

c. Pragmatic Competence

The capacity to comprehend and employ language correctly depending on context, including speech acts, inferred meanings, and intents, is known as pragmatic competence. Because a lack of pragmatic knowledge can lead to misconceptions, particularly in high pressure communication settings when information must be presented properly and clearly, this competency is crucial for effective communication.

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3. Lexical Density

According to M.A.K. Halliday's Lexical Density Theory, lexical density is one of the key concepts in linguistic analysis that is used to measure the amount of information included in a text or text. Lexical density refers to the proportion of (content words) such as nouns, verbs, adjectives, and adverbs as compared to the total number of words in a

text. This concept is used to examine some of the numerous information presented in a language unit. As the lexical density increases, so does the complexity and information quality of the text.[25]

Lexical density is frequently employed in linguistic studies as a measure of a text's difficulty and language complexity. According to research, writings with a high lexical density are typically more complex and difficult for language learners to comprehend. On the other hand, because they employ more function words than content words, compositions with low lexical density are typically simpler and easier to comprehend. As a result, lexical density is connected to elements of readability and text comprehension in addition to linguistic structure.[26]

In addition, the way meaning is packaged in a discourse is intimately linked to lexical density. Lexical density is used in academic writing to examine how language uses patterns like nominal phrases and meaning condensation to efficiently arrange information. According to research conducted in Indonesia, variations in the degree of lexical density might be indicative of variations in writing style and the manner in which information is presented in academic writings. Lexical density is

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[25] Fadhil, A., Gunawan, W., & Wirza, Y. (2023). Lexical Density in EFL Indonesian Textbooks: A Comparative Analysis. *JALL (Journal of Applied Linguistics and Literacy)*, *7*(1), 121 - 136.
doi: http://dx.doi.org/10.25157/jall.v7i1.9727

[26] Putra, R. A., Aziz, M. F., & Syamsuddin, S. (2024). Examining lexical density of Bahasa Indonesia for foreign language learners (BIPA) textbook. *LingTera*, *11*(1), 1–12. https://doi.org/10.21831/lt.v11i1.67363

therefore a useful tool for comprehending how language is employed to effectively transmit information.[27]

In addition, lexical density is important in oral communication as well as written texts, especially in professional contexts where precise and quick information delivery is necessary. High lexical density can be a sign of linguistic efficiency in communication as it allows significant information to be expressed with fewer words. Lexical density analysis is therefore crucial for evaluating communication efficacy, especially in professional settings like real time interactions where information must be precise and clear.[28]

Additionally, Halliday's notion of lexical density highlights the differences in linguistic complexity and information packing between spoken and written language. M. A. K. Halliday claims that whereas spoken language often uses more grammar or function words to preserve interaction and spontaneity, written texts typically have higher lexical densities because they contain more content words and condensed information.[29] However, when speakers must convey succinct, information rich messages in a condensed amount of time, spoken

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[27] Fadhilah, R., Pebrianti, I. O., Dalimunthe, A. F., Ramadhany, C. A., & Ismahani, S. (2026). Lexical Density Across Languages: A Contrastive Analysis of English and Indonesian Academic Prose. *Jurnal Ilmiah Multidisiplin*, *5*(01), 80–85. https://doi.org/10.56127/jukim.v5i01.2515

[28] Br Sembiring, F. E. D. R. . . (2025). From Words to Understanding: Analyzing Lexical Density and Readability in Student Writing. *LingPoet: Journal of Linguistics and Literary Research*, *6*(1), 63–73. https://doi.org/10.32734/lingpoet.v6i1.18971

[29] Halliday, M. A. K. (1985). *Spoken and Written Language*. Geelong, Victoria: Deakin University Press.

discourse may sometimes display high lexical density in professional communication situations. In situations like Formula 1 radio communication, where drivers and race engineers depend on succinct yet significant statements to guarantee efficiency and clarity during races, this phenomena is especially pertinent. Consequently, Halliday's viewpoint lends credence to the notion that lexical density reflects how language is strategically employed to enhance communication efficacy in both spoken and written discourse, in addition to serving as an indication of textual complexity.

4. F1 Radio Communication

Language plays a crucial role in real time coordination, decision making, and performance optimization in Formula 1 (F1) radio communication, which is a highly specialized type of professional discourse. In this situation, drivers and race engineers communicate under intense time constraints, necessitating signals that are clear, accurate, and immediately useful. According to research on F1 team radio, communication is used for a variety of purposes, such as coordinating racing plans, giving instructions, and conveying technical information. Because they have a direct impact on team performance and race results, these exchanges are both operational and informative.[30]

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[30] Darus, F. I., & Joharry, S. A. (2023). *Decoding the Language of a Racing Driver: A Speech Act Analysis of Charles Leclerc's Formula 1 Team Radio Communications*.

According to John Searle's (1969). Discourse and pragmatic frameworks, especially speech act theory, can be used to evaluate F1 radio communication from a linguistic standpoint. According to studies, drivers often communicate with their crews using directive, forceful, and expressive speech acts. Examples of these speech acts include asking for information, providing comments, and expressing emotions during races. These speech actions demonstrate how language is modified in high performance settings and are influenced by situational urgency and the demand for efficiency. The employment of these speech actions shows that F1 communication is context dependent and goal oriented, with each statement having functional relevance for teamwork and quick action.[31]

To enable effective communication, simple language stresses directness, simplicity, and clarity. Clear and courteous language is crucial in Indonesian communication studies to prevent misunderstandings and preserve positive interactions, particularly in digital and educational contexts. In mediated communication, like instant messaging, the use of simple language helps speakers match expectations and improves communication's effectiveness, accessibility, and comprehensibility.[32]

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[31] Rubio López, B. P. (2025). *The Linguistics Behind Formula 1: The Predominant Lexical, Grammatical and Pragmatic Features of Team Radios*.

[32] Ramadhan, W. R., et al. (2024). *Lexical Cohesion in Conversational Discourse on Sports Media*.

CHAPTER III

RESEARCH METHOD

A. Research Design

Through the perspective of lexical density, this study uses a qualitative research methodology to examine the efficacy of communication in Formula 1 team radios. Instead of concentrating on numerical measurement, qualitative research enables a thorough investigation and interpretation of language usage in a professional and high pressure setting, which makes it suitable for this subject. In particular, the transcribed radio conversations between Formula One drivers and race engineers are methodically examined using qualitative content analysis to find patterns, meanings, and language elements that suggest successful communication. [33]This method gives academics a thorough grasp of how lexical choices affect information efficiency and clarity by allowing them to examine both the explicit and implicit content of the communications.[34]

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Furthermore, qualitative content analysis provides an organized framework for data coding, classification, and interpretation, which makes it ideal for examining professional discourse like F1 radio communication. This approach allows the research to systematically categorize lexical elements, such as function and content words, in order

[33] Latif, M. (2022) – *Qualitative Data Analysis: Thematic, Discourse and Content Analysis*

[34] McLeod, S. (2024) – *Introducing Discourse Analysis for Qualitative Research*

to evaluate lexical density and, in turn, communication efficacy. Researchers may identify trends in language use and comprehend how communication techniques impact real time decision making in high stakes situations because to this methodology's flexibility and thoroughness.[35]

B. Source of Data

Formula 1 team radio which provides direct evidence of real time communication between the drivers and the race engineer, served as the study's major source of data. The official Formula 1 YouTube channel's live broadcasts and race recordings were used to get this data.[36] In order to ensure that the data accurately represent communication patterns during races, the researcher was able to physically view and transcribe the radio discussions by gaining access to these films.

The dataset was strengthened by using other sources in addition to the official Formula 1 2025 YouTube channel. One of these is the Bein Sports channel, which offers live coverage along with updates on race tactics and team radio commentary. A more thorough collection of radio communication occurrences encompassing various racing situations, teams, and drivers is made possible by the use of several sources.

The transcripts of radio conversations between Formula 1 drivers and race engineers, gathered from every single event, are the focus of

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[35] Lyhne, C. N., Thisted, J., & Bjerrum, M. (2025). *Qualitative content analysis–framing the analytical process of inductive content analysis to develop a sound study design*. *Quality & Quantity*.

[36] O'Halloran, K. L. (2011). *Multimodal discourse analysis*. Continuum.

this study. There are around 24 races staged on different foreign circuits throughout a single Formula 1 season. There are a number of prominent radio discussions during each race, usually including two to five exchanges between drivers and race engineers. The official Formula 1 YouTube site, which offers access to these team radio exchanges, is where the data came from. Because they depict actual exchanges taking place in high pressure racing scenarios, these transcripts are employed as the study's topic.

The combination of these sources ensures that the primary data are authentic, reliable, and directly relevant to the research focus.[37] By relying on actual radio communication recordings, this study can accurately analyze lexical density and communication competence in Formula 1 radio communication used by drivers and race engineers in high pressure racing situations. This method guarantees that the data are firsthand, reducing the risk of distortion or interpretation errors that might occur if secondary reports were used.

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C. Data Collection Technique

Since the research focuses on evaluating existing data rather than making direct field observations, the document review approach is used for data gathering in this study. The methodical process of examining or assessing printed and electronic (computer based and internet

[37] Bowen, G. A. (2009). *Document Analysis as a Qualitative Research Method*.

transmitted) documents is known as document analysis. Document analysis, like other qualitative research analytical techniques, necessitates the examination and interpretation of data in order to extract meaning, acquire comprehension, and create empirical knowledge.[38] Formula 1 team radio communications from public sources, especially the official Formula 1 YouTube channel and supporting programs like Bein Sports, make up the study's core data. Recordings of actual exchanges between drivers and race engineers during the race are available from several sources.[39]

Several methodical steps were taken in the data collecting procedure.

1. Considering the availability of team radio communication highlights, the researcher initially identified and picked pertinent Formula 1 race recordings from the official Formula 1 YouTube channel as well as auxiliary sources like Bein Sports.
2. Following that, the researcher closely viewed and scrutinized every film to find passages that showed drivers and race engineers communicating, especially those that contained crucial details about team directives or racing circumstances.

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[38] Morgan, H. (2022). *Conducting a qualitative document analysis*. The Qualitative Report, 27(1), 64–77.

[39] Bowen, G. A. (2009). *Document Analysis as a Qualitative Research Method*.

3. After that, the researcher chose the most representative radio discussions, which included two to five exchanges from each race that were thought to be pertinent to the study's goals.
4. The authenticity of the utterances, including word choice and sentence structure, was then preserved during the manual transcription of the chosen talks into text.
5. the transcriptions were assembled and arranged methodically to make additional analysis easier, especially when looking at lexical density and communication efficacy.
6. The researcher developed communication competence indicators based on linguistic, sociolinguistic, and pragmatic competence to analyze how race engineers and drivers communicate in Formula 1 radio interactions.

Table 3.1 Scoring Rubric Communication Competence

Linguistic Competence	
Score	**Criteria**
Excellent	Uses grammar accurately, employs varied and appropriate vocabulary, and has clear pronunciation with almost no errors.
Good	Minor grammatical or pronunciation errors occur but do not affect meaning; vocabulary is appropriate and fairly varied.

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Fair	Noticeable errors in grammar and vocabulary; pronunciation may sometimes be unclear, but the message is still understandable.
Poor	Frequent grammatical errors, limited vocabulary, and unclear pronunciation that often affects understanding.
Very Poor	Lacks control of language structure; grammar, vocabulary, and pronunciation are mostly incorrect, making the message difficult to understand.
Sociolinguistic Competence	
Score	**Criteria**
Excellent	Consistently uses vocabulary that is highly appropriate to the social context, relationship, and level of politeness (formal/informal). Word choice is natural, culturally appropriate, and precise
Good	Uses mostly appropriate vocabulary with minor issues in formality or word choice, but meaning and politeness are clear
Fair	Sometimes chooses less appropriate words for the situation (e.g., to formal or to informal), but communication is still understandable
Poor	Often uses in appropriate vocabulary for the context, limited awareness of politeness levels or social appropriate
Very Poor	Vocabulary use in appropriate for social context, lacks understanding of formality, politeness, or cultural word usage

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Pragmatic Competence	
Score	**Criteria**
Excellent	Speaks fluently and clearly, fully understands interlocutor, and responds appropriately and effectively to achieve communication goals.
Good	Communication is generally fluent; understands most messages and responds appropriately with minor hesitation.
Fair	Limited fluency with noticeable hesitation; partial understanding and sometimes inconsistent responses.
Poor	Frequent pauses and difficulty expressing ideas; limited understanding and often inappropriate responses.
Very Poor	Unable to communicate effectively; fails to understand or respond appropriately in interaction.

The table presents the assessment criteria of communication competence in Formula 1 radio communication, encompassing linguistic competence, sociolinguistic competence, and pragmatic competence as key indicators for evaluating the effectiveness of communication, accuracy of language use, appropriateness to social context, and the success of message delivery in interactions between race engineers and F1 drivers during races.

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D. Data Analysis

The Lexical Density technique was used to examine the data. In order to assess the effectiveness of the words and phrases used by drivers and race engineers in conveying information, this investigation

sought to measure the degree of lexical density in Formula 1 radio communication. The use of succinct, dense, and informative language becomes crucial to sustaining communication efficacy in the fast paced, high pressure setting of Formula 1 radio communication. Thus, the ratio of content words to total words in each speech was measured using lexical density analysis. It is anticipated that the analysis's findings will show how effective word choice and language structure support the speedy, accurate, and unambiguous communication of information throughout the race.

The messages produced by the Race Engineer can be examined from a linguistic perspective. In this context, *Lexical Density* refers to a measure of the informational content of a text, determined by the proportion of *content words* (lexical items such as nouns, verbs, adjectives, and adverbs) relative to *function words* (grammatical elements such as prepositions, conjunctions, and articles). A higher lexical density indicates a greater concentration of informational content within an utterance, which in turn reflects the efficiency and effectiveness of language use in conveying messages. Here is the formula used:

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$$LD = \left(\frac{Total\ Lexical\ Words}{Total\ Words}\right) \times 100\%$$

Understanding Word Components

a. Lexical Words (Content Words): Nouns, main verbs, adjectives, and adverbs.
b. Grammatical Words (Function Words): Pronouns, prepositions, conjunctions, auxiliary verbs, and determiners.

Very High Lexical Density (> 80%): Highly effective for emergency situations or immediate commands (e.g., "Box, box"). No words are wasted, so the risk of mishearing is very low.

High Lexical Density (60%–79%): Highly effective for delivering information dense technical instructions while maintaining a clear structure (e.g., "3 laps, rain expected").

Moderate Lexical Density (40%–59%): A balance between technical information and natural language. Generally used to convey updates on position or strategy that are not particularly urgent.

Low Lexical Density (< 39%): Less technically effective because it contains many "filler words" or conversational language (e.g., "Yes, this is what we see…"). It usually occurs when engineers are trying to calm the driver or explain a complex situation descriptively.

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The data analysis in this study uses a qualitative analysis methodology developed by Miles, Huberman, and Saldaña (2014), which consists of three primary phases: data reduction, data analysis, and

conclusion drawing. This model indicates that data analysis is carried out in an interactive and continuous manner throughout the research process.

1. Data Reduction

   Data reduction refers to the process of selecting, focusing, analyzing, and transforming raw data obtained via radio Formula 1 communication results. In this phase, researchers select data that is pertinent to the study's goal, which is communication between race engineers and drivers that is related to lexical density and communication effectiveness. Irrelevant data will be eliminated, while important data will be expanded and classified to facilitate further analysis. This procedure helps researchers pay attention to the most significant information.[40]

2. Data Display

   Presenting the data in an easily comprehensible format is the next step once it has been reduced. Tables, narrative text, and the outcomes of lexical density computations from every radio transmission are used to convey the data in this study. The data is presented in order to assist the researcher in identifying trends, connections, and patterns in the language used by the race engineer and the drivers. A methodical presentation makes

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[40] Miles, M. B., Huberman, A. M., & Saldaña, J. (2014). *Qualitative Data Analysis: A Methods Sourcebook*.

it easier for the researcher to perform additional data interpretation and analysis.[41]

3. Conclusion Drawing

The final step is the verification and conclusion process, which is the process of extracting information from previously analyzed data. Based on the results of the completed lexical density analysis, the researchers determine the effectiveness of communication. The results are consistent from the beginning, and then they are further differentiated using available data to ensure consistency and accuracy. Accordingly, the study's findings can provide a valid illustration of how Formula 1 radio communication enhances the effectiveness and efficiency of language use.[42]

E. Data Validity

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According to the qualitative content analysis approach, document credibility is used to evaluate the quality of the data in this study.[43] Selecting information from genuine, dependable, and trustworthy sources such as Formula 1 team radio transmissions from the official Formula 1 YouTube account and reputable broadcasters like Bein Sports ensures document legitimacy. The trustworthiness of the results is

[41] Ash-Shiddiqi, H., et al. (2024). *Kajian teoritis: Analisis data kualitatif*. Edukatif: Jurnal Ilmu Pendidikan.

[42] Miles, M. B., Huberman, A. M., & Saldaña, J. (2014). *Qualitative Data Analysis: A Methods Sourcebook*.

[43] Mayring, P. (2014). *Qualitative content analysis: Theoretical foundation, basic procedures and software solution*.

strengthened by the use of these official sources, which guarantee that the data correctly reflect verbal contact between race engineers and drivers in real time.

In addition, validity is enhanced by systematic analysis. In order to ensure that there are no problems with data interpretation, researchers conduct extensive research on transcript data, starting with data collection and analysis and continuing through classification and lexical density analysis. In qualitative content analysis, credibility is crucial in ensuring that the results are consistent with the data analyzed. Accordingly, it is anticipated that the use of credible documents and a consistent analysis process will produce accurate results that can be verified in an honest manner.[44]

Additionally, data validity is strengthened by the use of expert validation. Following the completion of the data analysis, the researcher reviewed the analytical methods and interpretations with a lecturer who specialized in discourse analysis and applied linguistics. In order to make sure that the interpretation of communication efficacy and the study of lexical density were accurate and in line with accepted theoretical frameworks, the expert offered input.

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[44] Bowen, G. A. (2009). *Document Analysis as a Qualitative Research Method. Qualitative Research Journal*.

F. Research Procedures

The research procedure in this study is conducted through the following stages:

1. Preparation Stage

   At this point, the researcher establishes the subject of the study, creates the goals, and examines pertinent literature on professional communication, content analysis, and qualitative research. The selection of suitable data sources and the creation of analytical frameworks to direct the investigation are also included in this phase.

2. Data Collection

   Recordings of Formula 1 teams' radio conversations that were acquired from official sources are used as documentation to gather the data. To guarantee the precision and legitimacy of the language information, the recordings are literally transcribed.

3. Data Classification

   Themes and functions of communication are used to categorize the transcribed material. This classification makes systematic content analysis easier and helps arrange the data in accordance with the study topic.

4. Data Analysis

   To find trends and meanings in team radio communication, qualitative content analysis is used to examine the categorized data. The

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examination focuses on how racing strategy and directions are conveyed through language.

5. Data Validation

   Data validation involves double checking the classification and analysis results to ensure consistency and reliability. Increasing the study results' dependability is the aim of this phase

6. Conclusion Drawing

   In the last phase, conclusions are made using the data analysis findings. The study objectives are addressed by the conclusions, which are connected to the theoretical framework.

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CHAPTER IV

RESEARCH FINDINGS AND DISCUSSION

A. The Description of The Object

One of the most prominent motor racing events in the world, the Formula One World Championship features fierce rivalry between drivers and builders from different nations. Formula 1 is well known for its extensive radio communication system between drivers and race engineers during races, in addition to its emphasis on speed and cutting edge technology. Delivering weather updates, technical vehicle information, strategic directions, and quick decision making under duress all depend heavily on this communication. As a result, Formula 1 radio transmission becomes a fascinating source of linguistic data for analysis, especially when it comes to lexical density research.[45]

In contrast to other seasons, the researcher chose the 2025 Formula 1 season as the main data source for this study. The 2025 season was chosen due to the intense competitiveness and the championship's dynamic nature. Because the fight for the World Championship title lasted until the last race, the season was regarded as one of the most competitive. At the Abu Dhabi Grand Prix, which took place in Abu Dhabi, the championship was finally determined. Due to the fact that every strategic choice had a substantial influence on the result of the championship, radio contact between drivers and race engineers became much more intense. As a result, the 2025 season

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[45] N. Pilkington and J. Walker, "Team Radio in Formula 1 as High-Pressure Professional Communication," *arXiv*, accessed May 17, 2026

generated a substantial amount of radio communication data that includes technical knowledge, emotional pressure, and strategic directives that are extremely pertinent for lexical density analysis.

There are 24 races were conducted across several nations during the 2025 Formula 1 season. Because of this figure, the 2025 season had one of the longest race schedules in Formula 1 history. Teams and drivers employed a broad range of radio communication methods since each race had unique course features, weather, and racing tactics. The gathered radio communication data grew increasingly diverse and representative in demonstrating the traits of language used in high speed professional communication inside Formula 1 due to the numerous races and the variety of racing scenarios.

B. Data and Analysis

a. Research Process

This study employs qualitative content analysis to examine lexical density in Formula 1 radio communications between race engineers and drivers during the 2025 Formula 1 season. The research data were obtained from official Formula 1 radio transcripts, race highlights, and publicly available team radio recordings.

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The researchers identified and transcribed each utterance to identify the linguistic features used in high pressure racing situations. Next, the words in each utterance were classified into two categories: content words and function words. Content words include nouns, main verbs,

adjectives, and adverbs, while function words include pronouns, auxiliary verbs, prepositions, conjunctions, and articles.

The researchers calculated the lexical density of each utterance by comparing the number of content words to the total number of words in the utterance. The resulting percentages were then classified into the categories of low, moderate, high, and very high lexical density. In addition, the researchers also analyzed communication competence which includes linguistic competence, sociolinguistic competence, and pragmatic competence to determine the effectiveness of communication between the race engineer and the driver during the race.

The results of the analysis and research are then presented in paragraph form to explain the level of lexical density, communication patterns, and the effectiveness of communication between race engineers and Formula 1 drivers in a systematic and contextual manner.

b. Data F1 Radio Communication

The following data were collected and processed from live broadcast transcripts on the Formula 1 YouTube channel and the beIN Sports channel. The data were organized to facilitate lexical density analysis and to provide a clearer understanding of the language used during the broadcasts. The following table presents the developed data based on the transcript results.

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c. Analysis

The following analysis examines the communication between race engineers and Formula 1 drivers, as discussed earlier. The first analysis focuses on lexical density to determine the level of information density in the discourse, while the second analysis focuses on communication competence, using several indicators to assess the effectiveness of communication between race engineers and drivers during the race.

Table 4.1 Communication Competence And Total Lexical Density

No.	Communication	Category Communication Competence	Lexical Density
1.	Aus Com 1	Excellent	50%
2.	Chi Com 1	Excellent	100%
3.	Chi Com 2	Excellent	50%
4.	Chi Com 3	Excellent	34,78%
5.	Jap Com 1	Excellent	41,18%
6.	Jap Com 2	Excellent	35,71%
7.	Ba Com 1	Excellent	35,71%
8.	Ba Com 2	Excellent	35,56%
9.	Sau Com 1	Excellent	31,58%
10.	Sau Com 2	Excellent	42,31%
11.	Im Com 1	Excellent	53,33%

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No.	Communication	Category Communication Competence	Lexical Density
12.	Mi Com 1	Excellent	41,67%
13	Mo Com 1	Excellent	33,33%
14.	Mo Com 2	Excellent	44%
15.	Mo Com 3	Excellent	50%
16.	Cat Com 1	Excellent	46,43%
17.	Cat Com 2	Excellent	28,57%
18.	Can Com 1	Excellent	25%
19.	Can Com 2	Excellent	43,5%
20.	Can Com 3	Excellent	44,4%
21.	Aut Com 1	Excellent	42,1%
22.	Aut Com 2	Excellent	61,1%
23.	Bri Com 1	Excellent	40%
24.	Bel Com 1	Excellent	55,6%
25.	Hun Com 1	Excellent	90%
26.	Hun Com 2	Excellent	100%
27.	Hun Com 3	Excellent	50%
28.	Hun Com 4	Excellent	52,2%
29.	Dut Com 1	Excellent	65,5%
30.	Dut Com 2	Excellent	50%
31.	Ita Com 1	Excellent	40%

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No.	Communication	Category Communication Competence	Lexical Density
32.	Az Com 1	Excellent	58,3%
33.	Az Com 2	Excellent	60%
34.	Sin Com 1	Excellent	61,9%
35.	Sin Com 2	Excellent	57,1%
36.	US Com 1	Excellent	63,6%
37.	US Com 2	Excellent	33,3%
38.	Mex Com 1	Excellent	66,7%
39.	Mex Com 2	Excellent	48,6%
40.	Br Com 1	Excellent	48,6%
41.	LV Com 1	Excellent	51,72%
42.	LV Com 2	Excellent	45,5%
43.	Qat Com 1	Excellent	35,5%
44.	UEA Com 1	Excellent	54,2%
45.	UEA Com 2	Excellent	51,9%

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Based on the table 4.1, it can be seen that all race engineer communications in Formula 1 radio conversations were categorized as "Excellent" in terms of Communication Competence. This indicates that the race engineers successfully fulfilled the linguistic, sociolinguistic, and pragmatic aspects of communication competence through clear, accurate, concise, and contextually appropriate language use during the

race. Additionally, lexical density analysis shows an average percentage ranging around 50%, indicating that the information density is at a moderate level. The highest lexical density was found in Chi Com 1 at 100%, while the lowest was identified in Can Com 1 at 25%. Overall, the relatively high lexical density demonstrates that race engineer communication in Formula 1 is delivered efficiently, concisely, and informatively, enabling fast decision making in high pressure racing situations.

1. Analysis of Aus Com 1

   Race Engineer : In 3 laps, class 3 rain expected. Lasting for 2 laps
   F1 Drivers : Class 3 is a lot

   The analysis of the radio communication between the driver and the race engineer suggests that a high level of communication competence was achieved throughout the interaction. This finding is supported by the communication competence score, which falls within the excellent category. Such a result indicates that the information exchanged was communicated clearly, interpreted accurately by the listener, and effectively supported decision-making and race operations. In terms of communication competence, regarding linguistic competence, this statement falls into the “excellent” category because it uses clear and accurate technical vocabulary. Regarding sociolinguistic competence, the

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statement also falls into the “excellent” category because the language used is highly appropriate for the professional context of Formula 1 and Consistently uses vocabulary that is highly appropriate to the social context, relationship, and level of politeness. Meanwhile, regarding pragmatic competence, the statement falls into the “good” to “excellent” range because communication is effective and the information can be understood and responded to quickly by the driver and Speaks fluently and clearly, fully understands interlocutor, and responds appropriately and effectively to achieve communication goals. The lexical density in race engineers communications is approximately 54,5%, while that of drivers is around 40%.

2. Analysis of Chi Com 1

F1 Drivers : Ciao
Race Engineer : Nice one, Ollie

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The analysis of the radio communication between the driver and the race engineer suggests that a high level of communication competence was achieved throughout the interaction. This finding is supported by the communication competence score, which falls within the excellent category. Such a result indicates that the information exchanged was communicated clearly, interpreted accurately by the listener, and effectively supported decision-

making and race operations. In terms of linguistic competence, this utterance is classified as “good” because it uses simple sentences that are nonetheless clearly understood and Minor grammatical or pronunciation errors. In terms of sociolinguistic competence, the utterance is classified as “excellent” because the use of informal greetings is highly appropriate for the professional yet friendly relationship typical of the Formula 1 context. Meanwhile, in terms of pragmatic competence, the utterance is classified as “good” because the response is brief yet relevant, demonstrates successful communication between the speakers and Communication is generally fluent. The lexical density for “race engineer” is approximately 100% and for “driver” is 100%.

3. Analysis of Chi Com 2

Race Engineer : We’re losing some time in turn 2, maybe try one lap without using the kerb

F1 Drivers : Nope

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The analysis of the radio communication between the driver and the race engineer suggests that a high level of communication competence was achieved throughout the interaction. This finding is supported by the communication competence score, which falls within the excellent category. Such a result indicates that the information exchanged was communicated clearly, interpreted accurately by the listener, and effectively supported decision-

making and race operations. This indicates fairly effective communication competence, as the race engineer provided technical instructions concisely and clearly, while the driver responded directly in accordance with the race situation. From the perspective of linguistic competence, the communication is rated as good because it uses appropriate technical vocabulary. From the perspective of sociolinguistic competence, the utterance is excellent because the language used aligns with the professional context of Formula 1. Meanwhile, from the perspective of pragmatic competence, the communication is good because the driver's response demonstrates quick understanding even while rejecting the given instruction. The lexical density in the race engineer's utterance reached approximately 60%, while the driver's response reached 100% because it consisted of only one full meaning word.

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4. Analysis of Chi Com 3

Race Engineer : We have 20 to 30 points loss on the front, if we can survive we wait for the first stop
F1 Drivers : We can survive

The analysis of the radio communication between the driver and the race engineer suggests that a high level of communication competence was achieved throughout the interaction. This finding is supported by the communication competence score, which falls

within the excellent category. Such a result indicates that the information exchanged was communicated clearly, interpreted accurately by the listener, and effectively supported decision-making and race operations. From the perspective of linguistic competence, the communication was rated as good because it used appropriate and easily understandable technical vocabulary. From the perspective of sociolinguistic competence, the communication is excellent because the language used aligns with the professional context of Formula 1. From the perspective of pragmatic competence, the communication is excellent because the information is successfully understood and responded to quickly to support decision making during the race. The lexical density in the race engineer's utterances reached approximately 35%, while the driver's responses reached approximately 33,3%.

5. Analysis of Jap Com 1

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Race Engineer : This is Lando's pace
F1 Drivers : Ok, like I said, I think I have the pace to get Max

The analysis of the radio communication between the driver and the race engineer suggests that a high level of communication competence was achieved throughout the interaction. This finding is supported by the communication competence score, which falls within the excellent category. Such a result indicates that the

information exchanged was communicated clearly, interpreted accurately by the listener, and effectively supported decision-making and race operations. From the perspective of linguistic competence, the utterances fall into the "good" category because they employ clear technical vocabulary relevant to the racing context. From the perspective of sociolinguistic competence, the communication is rated as excellent because the use of the driver's name and the term "pace" reflects the professional language shared within the Formula 1 environment. From the perspective of pragmatic competence, the communication is rated as excellent because the driver is able to respond appropriately by demonstrating understanding, confidence, and readiness to execute the strategy communicated by the race engineer. The lexical density in the race engineer's utterances reached approximately 50%, while that in the driver's responses reached approximately 46,15%.

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6. Analysis of Jap Com 2

F1 Drivers : He drove himself into the grass
Race Engineer : Yeah we know the game, as you are

The analysis of the radio communication between the driver and the race engineer suggests that a high level of communication competence was achieved throughout the interaction. This finding is supported by the communication competence score, which falls

within the excellent category. Such a result indicates that the information exchanged was communicated clearly, interpreted accurately by the listener, and effectively supported decision-making and race operations. From the perspective of linguistic competence, the communication falls into the "good" category because it employs simple and easily understandable structures. From the perspective of sociolinguistic competence, the utterances are rated as excellent because the use of informal language remains appropriate within the professional context of Formula 1. Meanwhile, from the perspective of pragmatic competence, the communication is rated as good to excellent because the driver's responses are relevant to the situation being discussed, ensuring that the communication's objectives are effectively achieved. The lexical density in the race engineer's utterances reached approximately 37,5%, while the driver's responses reached approximately 33,3%.

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7. Analysis of Bah Com 1

F1 Drivers : These brakes are so inconsistent. It's so annoying
Driver Engineer : Not much we can do now

The analysis of the radio communication between the driver and the race engineer suggests that a high level of communication competence was achieved throughout the interaction. This finding is supported by the communication competence score, which falls

within the excellent category. Such a result indicates that the information exchanged was communicated clearly, interpreted accurately by the listener, and effectively supported decision-making and race operations. In terms of sociolinguistic competence, it is rated as excellent because the language use aligns with the professional context of Formula 1. In terms of pragmatic competence, it is rated as good because the driver's responses are relevant to the situation being discussed. The lexical density in the race engineer's speech is around 33,3%, while that in the driver's responses is around 37,5%.

8. Analysis of Bah Com 2

Race Engineer	: We have an issue affecting DRS. It's a timing issue only. I can give you a default to override it Yeah, once we do it you have to wait until I tell you, you can use DRS
F1 Drivers	: Give it to me down the back straight

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The analysis of the radio communication between the driver and the race engineer suggests that a high level of communication competence was achieved throughout the interaction. This finding is supported by the communication competence score, which falls within the excellent category. Such a result indicates that the information exchanged was communicated clearly, interpreted accurately by the listener, and effectively supported decision-making and race operations. In terms of linguistic competence, the

performance was excellent, as the use of technical terms was highly precise. In terms of sociolinguistic competence, it is excellent because the language used is appropriate for the professional context of racing. In terms of pragmatic competence, it is excellent because the communication objective was achieved efficiently. The lexical density in the race engineer's speech reached approximately 37,8%, while the driver's response reached approximately 37,5%.

9. Analysis of Sau Com 1

F1 Drivers : Ah he just forced me offThere was no intention of him to make that corner

Race Engineer : Yep, understood max

The analysis of the radio communication between the driver and the race engineer suggests that a high level of communication competence was achieved throughout the interaction. This finding is supported by the communication competence score, which falls within the excellent category. Such a result indicates that the information exchanged was communicated clearly, interpreted accurately by the listener, and effectively supported decision-making and race operations. In terms of linguistic competence, the communication is categorized as good because the vocabulary and sentence structure are clear and understandable. In terms of sociolinguistic competence, it is categorized as excellent because the language appropriately fits the competitive and professional

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Formula 1 context. In terms of pragmatic competence, it is categorized as excellent because the driver successfully conveys frustration and explains the incident efficiently, allowing the team to immediately understand the racing situation. The lexical density of the race engineer's utterance is around 100%, while the driver's response reaches approximately 31,25%.

10. Analysis of Sau Com 2

Race Engineer	: Information, you have been given a second time penalty for the incident at turn 1. Head down
F1 Drivers	: Well, that is **** lovely!
Race Enginner	: Yep, no comment thank you

The analysis of the radio communication between the driver and the race engineer suggests that a high level of communication competence was achieved throughout the interaction. This finding is supported by the communication competence score, which falls within the excellent category. Such a result indicates that the information exchanged was communicated clearly, interpreted accurately by the listener, and effectively supported decision-making and race operations. In terms of linguistic competence, the communication is categorized as good because the information and responses are delivered clearly and directly. In terms of sociolinguistic competence, it is categorized as excellent because the informal and emotional expressions still fit the high pressure and

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competitive environment of Formula 1. In terms of pragmatic competence, it is categorized as excellent because the driver's responses successfully express frustration and disagreement while still maintaining relevant communication with the race engineer regarding the racing incident and penalty situation. The lexical density of the race engineer's utterance is around 60%, while the driver's responses reach approximately 50%. (Expressing joy to the point of blurting out the word "fucking")

11. Analysis of Im Com 1

F1 Drivers : Guys, come on, let's not be stupid!
Race Engineer : Ok mate, you're doing a great job, you are pulling away from Hadjar and Alonso

The analysis of the radio communication between the driver and the race engineer suggests that a high level of communication competence was achieved throughout the interaction. This finding is supported by the communication competence score, which falls within the excellent category. Such a result indicates that the information exchanged was communicated clearly, interpreted accurately by the listener, and effectively supported decision-making and race operations. In terms of linguistic competence, it is rated as good because the vocabulary used is clear and relevant. In terms of sociolinguistic competence, it is rated as excellent because the use of professional informal language is highly appropriate in

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the context of racing. In terms of pragmatic competence, it is rated as excellent because the communication successfully maintains the driver's focus during the race. The lexical density in the race engineer's speech is approximately 53,33%, while that in the driver's response is approximately 42,86%.

12. Analysis of Mi Com 1

Race Engineer : Sainz 1.4 behind
F1 Drivers : You want me to let him past as well?

The analysis of the radio communication between the driver and the race engineer suggests that a high level of communication competence was achieved throughout the interaction. This finding is supported by the communication competence score, which falls within the excellent category. Such a result indicates that the information exchanged was communicated clearly, interpreted accurately by the listener, and effectively supported decision-making and race operations. The lexical density in the race engineer's speech was approximately 66,7%, while the driver's response was approximately 33,3%. Communication was quite effective because the driver immediately understood the team's strategy. In terms of linguistic competence, it was rated as "good" due to the use of simple yet clear language. In terms of sociolinguistic competence, it was rated as "excellent" because the

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language used was appropriate for the professional context of Formula 1. In terms of pragmatic competence, it was rated as "good" because the driver's response demonstrated an understanding of the team's instructions. The lexical density in the race engineer's speech was approximately 66,7%, while the driver's response was approximately 33,3%.

13. Analysis of Mo Com 1

Race Engineer : So we've got a drive through penalty, but well delay it as long as we can
F1 Drivers : To be honest…I prefer not to speak

The analysis of the radio communication between the driver and the race engineer suggests that a high level of communication competence was achieved throughout the interaction. This finding is supported by the communication competence score, which falls within the excellent category. Such a result indicates that the information exchanged was communicated clearly, interpreted accurately by the listener, and effectively supported decision-making and race operations. In terms of linguistic competence, it was rated as "good" due to the clear and relevant vocabulary used during communication. In terms of sociolinguistic competence, it was rated as "excellent" because the language was suitable for the professional and high pressure context of Formula 1 racing. In terms of pragmatic competence, it was rated as "good to excellent"

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because the driver's response appropriately reflected frustration while still maintaining understanding of the situation. The lexical density in the race engineer's speech was approximately 31,25%, while the driver's response was approximately 37,5%.

14. Analysis of Mo Com 2

Race Engineer : Towards the end, we will swap the cars back
F1 Drivers : Ok lets do our race until the last lap. You never know what's going to happen

The analysis of the radio communication between the driver and the race engineer suggests that a high level of communication competence was achieved throughout the interaction. This finding is supported by the communication competence score, which falls within the excellent category. Such a result indicates that the information exchanged was communicated clearly, interpreted accurately by the listener, and effectively supported decision-making and race operations. In terms of linguistic competence, the communication was rated as "good" because the sentence structure was clear and easy to understand. In terms of sociolinguistic competence, it was rated as "excellent" because the language use was appropriate for the Formula 1 context. In terms of pragmatic competence, it was rated as "excellent" because the driver was able to respond to the strategy appropriately and showed readiness to continue racing until the final lap. The lexical density in the race

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engineer's speech was approximately 33,3%, while the driver's response was approximately 50%.

15. Analysis of Mo Com 3

Race Engineer : Plan b, stay out with Norris
F1 Drivers : Ok, copy

The analysis of the radio communication between the driver and the race engineer suggests that a high level of communication competence was achieved throughout the interaction. This finding is supported by the communication competence score, which falls within the excellent category. Such a result indicates that the information exchanged was communicated clearly, interpreted accurately by the listener, and effectively supported decision-making and race operations. In terms of linguistic competence, it is rated as good due to the use of short and clear expressions. In terms of sociolinguistic competence, it is rated as excellent because the language is appropriate for Formula 1 radio communication. In terms of pragmatic competence, it is rated as excellent because the driver immediately acknowledges and confirms the instruction. The lexical density of the Race Engineer's speech is 50%, while the F1 Driver's speech is 100%.

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16. Analysis of Cat Com 1

Race Engineer	: And Lando, we can push the tyre a little bit more in turn 3, turn 9
F1 Drivers	: I can't push, my front left is grained and I'm just understanding

The analysis of the radio communication between the driver and the race engineer suggests that a high level of communication competence was achieved throughout the interaction. This finding is supported by the communication competence score, which falls within the excellent category. Such a result indicates that the information exchanged was communicated clearly, interpreted accurately by the listener, and effectively supported decision-making and race operations. In terms of linguistic competence, it is rated as excellent due to accurate technical vocabulary. In terms of sociolinguistic competence, it is rated as excellent because the communication is appropriate for high level motorsport context. In terms of pragmatic competence, it is rated as excellent because the driver clearly communicates tyre limitation. The lexical density of the Race Engineer's speech is 47.06%, while the F1 Driver's speech is 40%.

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17. Analysis of Cat Com 2

F1 Drivers	: Why the **** have we? What is this tyre
Race Engineer	: Now that's the hard tyre Max
F1 Drivers	: Why? Why are we on a hard?
Race Engineer	: That was the only option

The analysis of the radio communication between the driver and the race engineer suggests that a high level of communication competence was achieved throughout the interaction. This finding is supported by the communication competence score, which falls within the excellent category. Such a result indicates that the information exchanged was communicated clearly, interpreted accurately by the listener, and effectively supported decision-making and race operations. In terms of linguistic competence, it is rated as good to excellent due to clear technical reference. In terms of sociolinguistic competence, it is rated as excellent because it remains within professional context. In terms of pragmatic competence, it is rated as good because strategy understanding is still achieved. The lexical density of the Race Engineer's speech is 57.14%, while the F1 Driver's speech is approximately 50%. (Expressing disappointment with the choice of tires to the point of using the word "fucking")

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18. Analysis of Can Com 1

Race Engineer : Thoughts on tyres please, Max
F1 Drivers : Yeah, not good very fragile

The analysis of the radio communication between the driver and the race engineer suggests that a high level of communication

competence was achieved throughout the interaction. This finding is supported by the communication competence score, which falls within the excellent category. Such a result indicates that the information exchanged was communicated clearly, interpreted accurately by the listener, and effectively supported decision-making and race operations. In terms of linguistic competence, it is rated as good due to simple structure. In terms of sociolinguistic competence, it is rated as excellent because it fits Formula 1 radio style. In terms of pragmatic competence, it is rated as excellent because feedback is immediate and usable. The lexical density of the Race Engineer's speech is 60%, while the F1 Driver's speech is 50%.

19. Analysis of Can Com 2

F1 Drivers : Yeah, that's a penalty. He pushed me wide
Race Engineer : Understood, we're looking at it
F1 Drivers : **** ran me on the grass
Race Engineer : Yep, we see

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The analysis of the radio communication between the driver and the race engineer suggests that a high level of communication competence was achieved throughout the interaction. This finding is supported by the communication competence score, which falls within the excellent category. Such a result indicates that the information exchanged was communicated clearly, interpreted

accurately by the listener, and effectively supported decision-making and race operations. In terms of linguistic competence, it was rated as good because the sentence structure was clear. In terms of sociolinguistic competence, it was rated as excellent because the language used was appropriate for the competitive context of Formula 1. In terms of pragmatic competence, it was rated as excellent because the communication facilitated a rapid evaluation of the incident. The lexical density of the Race Engineer's speech is 33.33%, while the F1 Driver's speech is 57.14%. (Express your frustration with your opponent by shoving them off the track, even going so far as to use the word "fucking")

20. Analysis of Can Com 3

Race Engineer : Are you alright dude?
F1 Drivers : Yep, I'm sorry, its all my bad. All my fault, unlucky. Sorry, stupid from me

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The analysis of the radio communication between the driver and the race engineer suggests that a high level of communication competence was achieved throughout the interaction. This finding is supported by the communication competence score, which falls within the excellent category. Such a result indicates that the information exchanged was communicated clearly, interpreted accurately by the listener, and effectively supported decision-making and race operations. In terms of linguistic competence, the

communication was good because the language was easy to understand. In terms of sociolinguistic competence, the communication was excellent because the use of language demonstrated a good professional relationship. In terms of pragmatic competence, the communication was excellent because it successfully conveyed the driver's responsibilities and emotional state. The lexical density of the Race Engineer's speech is 50%, while the F1 Driver's speech is 50%.

21. Analysis of Aut Com 1

F1 Drivers : I need some pace. Please help
Race Engineer : The main race difference is high speed. Hopefully linked just to traffic

The analysis of the radio communication between the driver and the race engineer suggests that a high level of communication competence was achieved throughout the interaction. This finding is supported by the communication competence score, which falls within the excellent category. Such a result indicates that the information exchanged was communicated clearly, interpreted accurately by the listener, and effectively supported decision-making and race operations In terms of linguistic competence, it is rated as good because the use of technical terms is clear. In terms of sociolinguistic competence, it is rated as excellent because the language is appropriate for the professional context of Formula 1. In

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terms of pragmatic competence, it is rated as excellent because the communication supports strategic decision making. The lexical density of the Race Engineer's speech is 40%, while the F1 Driver's speech is 50%.

22. Anlysis of Aut Com 2

Race Engineer : We need LI-CO all corners, Charles, every lap

F1 Drivers : That's what I'm doing. Bryan that is what I am doing so…

The analysis of the radio communication between the driver and the race engineer suggests that a high level of communication competence was achieved throughout the interaction. This finding is supported by the communication competence score, which falls within the excellent category. Such a result indicates that the information exchanged was communicated clearly, interpreted accurately by the listener, and effectively supported decision-making and race operations. In terms of linguistic competence, it is rated as good because the language structure is clear and easy to understand. In terms of sociolinguistic competence, it is rated as excellent because the language use is appropriate for a professional relationship. In terms of pragmatic competence, it is rated as excellent because the driver's responses demonstrate a full

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understanding of the instructions. The lexical density of the Race Engineer's speech is 60%, while the F1 Driver's speech is 50%.

23. Analysis of Bri Com 1

Race Engineer : Ok Gabi, are you ok?
F1 Drivers : Yeah man. Sorry ****
Race Engineer : It's ok, no worries it was very tricky out there

The analysis of the radio communication between the driver and the race engineer suggests that a high level of communication competence was achieved throughout the interaction. This finding is supported by the communication competence score, which falls within the excellent category. Such a result indicates that the information exchanged was communicated clearly, interpreted accurately by the listener, and effectively supported decision-making and race operations. In terms of linguistic competence, the communication was good because the language used was simple yet communicative. In terms of sociolinguistic competence, the communication was excellent because the language used reflected a supportive professional relationship. In terms of pragmatic competence, the communication was excellent because it successfully maintained coordination in a difficult situation. The lexical density of the Race Engineer's speech is 44.44%, while the

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F1 Driver's speech is 50%. (A way of expressing disappointment over an accident, to the point of blurting out "shit, mate")

24. Analysis of Bel Com 1

Race Engineer : Good job mate, really good
F1 Drivers : Nicely done, nicely **** done
Race Engineer : Great afternoon really good
F1 Drivers : Lets go!!

The analysis of the radio communication between the driver and the race engineer suggests that a high level of communication competence was achieved throughout the interaction. This finding is supported by the communication competence score, which falls within the excellent category. Such a result indicates that the information exchanged was communicated clearly, interpreted accurately by the listener, and effectively supported decision-making and race operations. In terms of linguistic competence, it is rated as good because the language used is concise yet clear. In terms of sociolinguistic competence, it is rated as excellent because the use of professional yet informal language is highly appropriate for the Formula 1 context. In terms of pragmatic competence, it is rated as excellent because the communication successfully boosted the drivers' motivation. The lexical density of the Race Engineer's speech is 57.14%, while the F1 Driver's speech is 50%. (A way of

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expressing joy at winning the race that involves using the word "fucking")

25. Analysis of Hun Com 1

F1 Drivers : That was moving under braking! I committed, and he moved while braking. Almost crashed into the back of him. Its clearly not allowed

Race Engineer : Keep cool, mate. You'll get him

The analysis of the radio communication between the driver and the race engineer suggests that a high level of communication competence was achieved throughout the interaction. This finding is supported by the communication competence score, which falls within the excellent category. Such a result indicates that the information exchanged was communicated clearly, interpreted accurately by the listener, and effectively supported decision-making and race operations. From the perspective of linguistic competence, the communication is rated as good because the vocabulary used is clear and easy to understand. From the perspective of sociolinguistic competence, the communication is excellent because the language used aligns with the competitive context of Formula 1. From the perspective of pragmatic competence, the communication is excellent because the driver's response successfully explains the racing situation quickly and relevantly. The lexical shows that the lexical density in the race

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engineer's utterances reached approximately 66,67%, while the driver's responses reached approximately 39,13%. This indicates effective communication, as the driver was able to convey complaints regarding the racing incident clearly and in detail.

26. Analysis of Hun Com 2

Race Engineer : Bortoleto and Lawson have now pitted. We are considering leaving you out here
F1 Drivers : Ok. Well, ha, its not going to be easy

The analysis of the radio communication between the driver and the race engineer suggests that a high level of communication competence was achieved throughout the interaction. This finding is supported by the communication competence score, which falls within the excellent category. Such a result indicates that the information exchanged was communicated clearly, interpreted accurately by the listener, and effectively supported decision-making and race operations. In terms of linguistic competence, the communication is good because the sentence structure is simple yet clear. In terms of sociolinguistic competence, the communication is excellent because the language used is professional and appropriate for the Formula 1 context. In terms of pragmatic competence, the communication is excellent because the driver provides a realistic response to the strategy planned by the team. The lexical density shows that the lexical density in the race engineer's speech is

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approximately 53,85%, while the driver's responses are approximately 55,56%.

27. Analysis of Hun Com 3

Race Engineer : We have a 5 second time penalty for moving before the start signal. 5 second time penalty
F1 Drivers : Really? I'm not aware of that. Didn't feel anything from my side

The analysis of the radio communication between the driver and the race engineer suggests that a high level of communication competence was achieved throughout the interaction. This finding is supported by the communication competence score, which falls within the excellent category. Such a result indicates that the information exchanged was communicated clearly, interpreted accurately by the listener, and effectively supported decision-making and race operations. In terms of linguistic competence, the communication was good because the vocabulary used was clear and relevant. In terms of sociolinguistic competence, the communication was excellent because the language used was appropriate for the professional context of racing. In terms of pragmatic competence, the communication ranged from good to excellent because the driver's response demonstrated an effort to understand the steward's decision directly. The lexical density in the race engineer's

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utterances reached approximately 47,06%, while that in the driver's responses reached approximately 41,67%.

28. Analysis of Hun Com 4

Race Engineer : Oscar, some competitors are talking about a one stop. Do you think a one stop may be possible

F1 Drivers : I mean, the tyres feel ok for now. I mean, its difficult to know with this many laps to go

The analysis of the radio communication between the driver and the race engineer suggests that a high level of communication competence was achieved throughout the interaction. This finding is supported by the communication competence score, which falls within the excellent category. Such a result indicates that the information exchanged was communicated clearly, interpreted accurately by the listener, and effectively supported decision-making and race operations. From the perspective of linguistic competence, the communication was good because the use of technical terms was accurate and easy to understand. From the perspective of sociolinguistic competence, the communication is excellent because the language aligns with the professional context of Formula 1. From the perspective of pragmatic competence, the communication is excellent because the driver provides a realistic assessment of tire conditions and race strategy. The lexical density

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in the race engineer's speech reached approximately 44,44%, while the driver's responses reached approximately 50%.

29. Analysis of Dut Com 1

Race Engineer : How is the balance on the hard tyre?
F1 Drivers : I **** don't know! You put me always in **** traffic I don't know

The analysis of the radio communication between the driver and the race engineer suggests that a high level of communication competence was achieved throughout the interaction. This finding is supported by the communication competence score, which falls within the excellent category. Such a result indicates that the information exchanged was communicated clearly, interpreted accurately by the listener, and effectively supported decision-making and race operations. From the perspective of linguistic competence, the communication was good because the message remained clearly understandable. From the perspective of sociolinguistic competence, the communication was excellent because the use of informal language remained appropriate for the Formula 1 context. From the perspective of pragmatic competence, the communication was good because the driver continued to convey important information regarding track conditions and traffic. The lexical density in the race engineer's utterances reached approximately 41,67%, while that in the driver's responses reached

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approximately 37,5%. (Expressing disappointment to the point of using the word “fucking”)

30. Analysis of Dut Com 2

F1 Drivers : I’m a bit scared about Bortoleto front wing. Its flapping

Race Engineer : Copy

The analysis of the radio communication between the driver and the race engineer suggests that a high level of communication competence was achieved throughout the interaction. This finding is supported by the communication competence score, which falls within the excellent category. Such a result indicates that the information exchanged was communicated clearly, interpreted accurately by the listener, and effectively supported decision-making and race operations. From the perspective of linguistic competence, the communication was rated as good to excellent due to the appropriate use of technical vocabulary. From the perspective of sociolinguistic competence, the communication is excellent because the language is appropriate for the professional context of racing. From the perspective of pragmatic competence, the communication is excellent because the technical information can be immediately used by the team to evaluate the track conditions. The lexical density in the race engineer’s utterance reached

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approximately 100%, while the driver's response reached approximately 60%.

31. Analysis of Ita Com 1

Race Engineer : Norris and Piastri have swapped places, Max
F1 Drivers : Ha! Just because he had a slow stop?

The analysis of the radio communication between the driver and the race engineer suggests that a high level of communication competence was achieved throughout the interaction. This finding is supported by the communication competence score, which falls within the excellent category. Such a result indicates that the information exchanged was communicated clearly, interpreted accurately by the listener, and effectively supported decision-making and race operations. The lexical density in the race engineer's speech is approximately 71,43%, while the driver's response is approximately 50%. Communication is effective because the driver can quickly grasp the team's strategy. In terms of linguistic competence, the communication is good because the vocabulary used is clear and relevant. In terms of sociolinguistic competence, the communication is excellent because the language used aligns with the professional context of Formula 1. In terms of pragmatic competence, the communication is excellent because the

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driver's responses demonstrate an understanding of the race situation.

32. Analysis of Az Com 1

F1 Drivers : These guys are fast, mate. Trying to catch up with them

Race Engineer : Yeah, Lawson 2.5 seconds ahead. You can do it

The analysis of the radio communication between the driver and the race engineer suggests that a high level of communication competence was achieved throughout the interaction. This finding is supported by the communication competence score, which falls within the excellent category. Such a result indicates that the information exchanged was communicated clearly, interpreted accurately by the listener, and effectively supported decision-making and race operations. From the perspective of linguistic competence, the communication is good because the language used is simple yet clear. From the perspective of sociolinguistic competence, the communication is excellent because the language is appropriate for the professional relationships in Formula 1. From the perspective of pragmatic competence, the communication is excellent because the driver is able to provide realistic responses to the competitive conditions of the race. The lexical density in the race

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engineer's utterances is approximately 55,56%, while that in the driver's responses is approximately 45,45%.

33. Analysis of Az Com 2

F1 Drivers : This tyre feels good. I think just keep extending
Race Engineer : Yeah, affirm. I was just going to say the same thing

The analysis of the radio communication between the driver and the race engineer suggests that a high level of communication competence was achieved throughout the interaction. This finding is supported by the communication competence score, which falls within the excellent category. Such a result indicates that the information exchanged was communicated clearly, interpreted accurately by the listener, and effectively supported decision-making and race operations. In terms of linguistic competence, the communication is rated as good to excellent due to the appropriate use of technical terms. In terms of sociolinguistic competence, the communication is rated as excellent because the language is highly appropriate for the professional racing context. In terms of pragmatic competence, the communication is rated as excellent because the driver provides direct feedback The lexical density in the race engineer's speech is approximately 54,55%, while the driver's responses reach about 66,67%.

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34. Analysis of Sin Com 1

Race Engineer : Any change there with the downshifts, Max?
F1 Drivers : No, its really ****

The analysis of the radio communication between the driver and the race engineer suggests that a high level of communication competence was achieved throughout the interaction. This finding is supported by the communication competence score, which falls within the excellent category. Such a result indicates that the information exchanged was communicated clearly, interpreted accurately by the listener, and effectively supported decision-making and race operations. From the perspective of linguistic competence, the communication is rated as good because the use of technical vocabulary is clear and easy to understand. From the perspective of sociolinguistic competence, the communication is excellent because the language is appropriate for the Formula 1 context. From the perspective of pragmatic competence, the communication ranges from good to excellent because the driver is able to provide immediate responses to the car's condition. The lexical density in the race engineer's speech is approximately 42,86%, while the driver's responses are approximately 25%.

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35. Analysis of Sin Com 2

F1 Drivers : So, are we cool with Lando just berging me out the way or? What's the go there

Race Engineer : We're looking at it, let me get back to you

The analysis of the radio communication between the driver and the race engineer suggests that a high level of communication competence was achieved throughout the interaction. This finding is supported by the communication competence score, which falls within the excellent category. Such a result indicates that the information exchanged was communicated clearly, interpreted accurately by the listener, and effectively supported decision-making and race operations. In terms of linguistic competence, the communication is categorized as good because the sentence structure is understandable. In terms of sociolinguistic competence, it is categorized as excellent because the informal language still appropriately fits the racing context. In terms of pragmatic competence, it is categorized as excellent because the information delivered supports the evaluation of the racing situation. The lexical density of the race engineer's utterance is around 40%, while the driver's response reaches approximately 35,29%.

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36. US Com 1

F1 Drivers : He took me out..
Race Engineer : Yeah copy, saw that mate

The analysis of the radio communication between the driver and the race engineer suggests that a high level of communication

competence was achieved throughout the interaction. This finding is supported by the communication competence score, which falls within the excellent category. Such a result indicates that the information exchanged was communicated clearly, interpreted accurately by the listener, and effectively supported decision-making and race operations. In terms of linguistic competence, the communication is categorized as good because the language is simple yet clear. In terms of sociolinguistic competence, it is categorized as excellent because the language fits the professional Formula 1 context. In terms of pragmatic competence, it is categorized as excellent because the driver's response is relevant to the racing situation. The lexical density of the race engineer's utterance is around 80%, while the driver's response reaches approximately 25%.

37. Analysis of US Com 2

Race Engineer : Another very impressive weekend Max, extremely well done. Enjoy the celebrations, ill see you in Mexico

F1 Drivers : Yeah well done mate, unbelievable weekend. Really, really good. Thank you very much everyone, and yeah, have a good flight back mate

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The analysis of the radio communication between the driver and the race engineer suggests that a high level of communication competence was achieved throughout the interaction. This finding is

supported by the communication competence score, which falls within the excellent category. Such a result indicates that the information exchanged was communicated clearly, interpreted accurately by the listener, and effectively supported decision-making and race operations. In terms of linguistic competence, the communication is categorized as good to excellent because the vocabulary is clear and expressive. In terms of sociolinguistic competence, it is categorized as excellent because the language reflects a positive professional relationship. In terms of pragmatic competence, it is categorized as excellent because the communication strengthens team motivation and solidarity. The lexical density of the race engineer's utterance is around 56,25%, while the driver's response reaches approximately 50%.

38. Analysis of Mex Com 1

Race Engineer : Yep so, are we on a 1 stop or a 2 stop at the moment? Right, ok…
F1 Drivers : I can hear everything!

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The analysis of the radio communication between the driver and the race engineer suggests that a high level of communication competence was achieved throughout the interaction. This finding is supported by the communication competence score, which falls within the excellent category. Such a result indicates that the information exchanged was communicated clearly, interpreted

accurately by the listener, and effectively supported decision-making and race operations. In terms of linguistic competence, the communication is categorized as good because the language is simple yet understandable. In terms of sociolinguistic competence, it is categorized as excellent because the language appropriately fits the professional racing situation. In terms of pragmatic competence, it is categorized as good because the driver's response demonstrates immediate understanding of the communication situation. The lexical density of the race engineer's utterance is around 29,41%, while the driver's response reaches approximately 50%.

39. Analysis of Mex Com 2

F1 Drivers : What do you want me to do?
Race Engineer : What we doing? Staying out Max

The analysis of the radio communication between the driver and the race engineer suggests that a high level of communication competence was achieved throughout the interaction. This finding is supported by the communication competence score, which falls within the excellent category. Such a result indicates that the information exchanged was communicated clearly, interpreted accurately by the listener, and effectively supported decision-making and race operations. In terms of linguistic competence, the communication is categorized as good because the vocabulary is

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clear and relevant. In terms of sociolinguistic competence, it is categorized as excellent because the language remains appropriate to the professional Formula 1 context. In terms of pragmatic competence, it is categorized as excellent because the driver gives an emotional yet relevant response to the racing situation. The lexical density of the Race Engineer's speech is 50%, while the F1 Driver's speech is 33.33%.

40. Analysis of Br Com 1

F1 Drivers : What's the plan here?
Race Engineer : Oscar use your pace, we're trying to catch and undercut Bearman and Russell, Verstappen will help you with that.

The analysis of the radio communication between the driver and the race engineer suggests that a high level of communication competence was achieved throughout the interaction. This finding is supported by the communication competence score, which falls within the excellent category. Such a result indicates that the information exchanged was communicated clearly, interpreted accurately by the listener, and effectively supported decision-making and race operations. In terms of linguistic competence, the communication is categorized as excellent because the technical terms are accurate and information dense. In terms of sociolinguistic competence, it is categorized as excellent because the language

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strongly fits the professional Formula 1 environment. In terms of pragmatic competence, it is categorized as excellent because the communication supports quick strategic decision making. The lexical density of the race engineer's utterance is around 47,37%, while the driver's response reaches approximately 50%.

41. Analysis of LV Com 1

F1 Drivers : You want me in DRS or try and overtake?
Race Engineer : Overtake, we're gonna go get Max

The analysis of the radio communication between the driver and the race engineer suggests that a high level of communication competence was achieved throughout the interaction. This finding is supported by the communication competence score, which falls within the excellent category. Such a result indicates that the information exchanged was communicated clearly, interpreted accurately by the listener, and effectively supported decision-making and race operations. In terms of linguistic competence, the communication is categorized as good because the language is clear and understandable. In terms of sociolinguistic competence, it is categorized as excellent because the language appropriately fits the competitive Formula 1 environment. In terms of pragmatic competence, it is categorized as excellent because the communication helps synchronize strategy between the driver and

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the team. The lexical density of the Race Engineer's speech is 60%, while the F1 Driver's speech is 44.44%.

42. Analysis of LV Com 2

F1 Drivers : Lets make sure to be aggressive guys, ok?
Race Engineer : Copy, loud and clear. We are monitoring a group of six slow cars so we have to be careful not to pit into them

The analysis of the radio communication between the driver and the race engineer suggests that a high level of communication competence was achieved throughout the interaction. This finding is supported by the communication competence score, which falls within the excellent category. Such a result indicates that the information exchanged was communicated clearly, interpreted accurately by the listener, and effectively supported decision-making and race operations. In terms of linguistic competence, the communication is categorized as good because the language is clear and relevant. In terms of sociolinguistic competence, it is categorized as excellent because the language fits the professional team relationship in Formula 1. In terms of pragmatic competence, it is categorized as excellent because the communication supports quick and efficient race decisions. The lexical density of the race engineer's utterance is around 37,5%, while the driver's response reaches approximately 50%.

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43. Analysis of Qat Com 1

F1 Drivers : We should've just followed him in, now? If we knew the car ahead was staying out

Race Engineer : They have lost all of their flexbility for the remainder of the race

The analysis of the radio communication between the driver and the race engineer suggests that a high level of communication competence was achieved throughout the interaction. This finding is supported by the communication competence score, which falls within the excellent category. Such a result indicates that the information exchanged was communicated clearly, interpreted accurately by the listener, and effectively supported decision-making and race operations. The lexical density of the race engineer's utterance is around 30,77%, while the driver's response reaches approximately 37,5%. The communication is effective because the driver quickly evaluates the pit stop strategy. In terms of linguistic competence, the communication is categorized as good to excellent because the technical vocabulary is accurate. In terms of sociolinguistic competence, it is categorized as excellent because the language fits the professional racing environment. In terms of pragmatic competence, it is categorized as excellent because the communication successfully supports strategic evaluation during the race.

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44. Analysis of UEA Com 1

F1 Drivers : Is Charles catching him or not?
Race Engineer : Fairly equal pace Max, between them. Last lap was a couple tenths quicker, but nothing drastic

The analysis of the radio communication between the driver and the race engineer suggests that a high level of communication competence was achieved throughout the interaction. This finding is supported by the communication competence score, which falls within the excellent category. Such a result indicates that the information exchanged was communicated clearly, interpreted accurately by the listener, and effectively supported decision-making and race operations. In terms of linguistic competence, the communication is categorized as good because the technical vocabulary is clear and relevant. In terms of sociolinguistic competence, it is categorized as excellent because the language appropriately fits the competitive Formula 1 environment. In terms of pragmatic competence, it is categorized as excellent because the strategic and penalty information is immediately understood and responded to by the driver. The lexical density of the Race Engineer's speech is 57.89%, while the F1 Driver's speech is 50%.

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45. Analysis of UEA Com 2

Race Engineer	: We expect Norris to be in yours DRS within 1 lap, all you can when he catches Ok Yuki, we have been given a 5 second penalty for moving twice on the defence with Norris
F1 Drivers	: Penalty?! What penalty bro?!
Race Engineer	: We got a penalty for moving twice in defence to Norris, head down

The analysis of the radio communication between the driver and the race engineer suggests that a high level of communication competence was achieved throughout the interaction. This finding is supported by the communication competence score, which falls within the excellent category. Such a result indicates that the information exchanged was communicated clearly, interpreted accurately by the listener, and effectively supported decision-making and race operations. In terms of linguistic competence, the communication is categorized as good because the technical terms are understandable. In terms of sociolinguistic competence, it is categorized as excellent because the language fits the professional Formula 1 context. In terms of pragmatic competence, it is categorized as excellent because the communication helps the team understand tyre performance for the next race strategy. The lexical density of the race engineer's utterance is around 48%, while the driver's response reaches approximately 75%.

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d. Finding

Based on the findings, it can be concluded that the communication process demonstrated a high level of communication competence. The listeners' ability to understand and appropriately interpret the speaker's message indicates that the communication objectives were successfully achieved. This conclusion is further supported by the *Communication Competence* assessment, in which all evaluated dimensions were rated as "Excellent"**.** These findings suggest that the speaker effectively conveyed the intended message with clarity and precision, allowing the audience to accurately comprehend its meaning. Therefore, the communication can be considered highly competent, as reflected in both the listeners' understanding and the consistently excellent assessment scores.

The efficiency of communication in Formula 1 radio conversations is examined in this study using a grading rubric based on the Communication Competence paradigm. The scoring rubric is built using the indications found in the linguistic, sociolinguistic, and pragmatic components of communication competence. During the radio conversations, each indication serves as a criterion for assessing the precision of language use, contextual appropriateness, communication tactics, meaning clarity, and the efficiency of message delivery. By using this rubric, data analysis may be carried out in a more methodical, objective, and quantifiable way, supporting the validity and dependability of the study findings.

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This study measures the degree of information density in each utterance using Lexical Density analysis in addition to the Communication Competence framework. Calculating the percentage of lexical or content words such as nouns, verbs, adjectives, and adverbs to the total number of words in an utterance is how the lexical density analysis is performed. A high lexical density suggests that the communication is efficient, succinct, and full of information all of which are crucial aspects of Formula 1 radio communication. In addition to assessing communication effectiveness from the standpoint of language function and contextual appropriateness, this study investigates the effectiveness of information delivery in high pressure communication scenarios by combining communication competence analysis and lexical density analysis.

This chapter presents research findings based on an analysis of lexical density in Formula 1 radio communications between drivers and race engineers. The findings address research questions related to the level of lexical density in F1 radio communications and how this lexical density reflects effectiveness, efficiency, and information delivery in racing situations. Data were collected through document analysis by examining transcripts of Formula 1 radio communications, identifying content words and function words in each utterance, calculating the percentage of lexical density using the lexical density formula, and classifying lexical density levels into low, medium, high, and very high categories.

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Additionally, this study analyzes how the use of technical terms, racing strategies, and situational expressions influences lexical density in F1 radio communication.

In the first section, the researcher examined Formula 1 radio communications as the primary data source. Radio messages between race engineers and drivers were analyzed individually to identify the linguistic features used during race situations. The researcher then focused the analysis on specific words, phrases, and technical terms that potentially contribute to the level of lexical density in these communications. These lexical items were selected based on their informative value, as well as their relevance to the strategic, technical, and emotional aspects of Formula 1 communication. Lexical density was classified by identifying content words including nouns, main verbs, adjectives, and adverbs and comparing them to the total number of words in each utterance. This analysis aims to determine how efficiently information is conveyed through brief, high pressure radio communication during Formula 1 races.

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In the second section, the lexical density of each utterance was calculated using the lexical density formula by comparing the number of content words to the total number of words in a sentence or utterance. The results were then classified into several categories: low, moderate, high, and very high lexical density. This classification was used to assess the level of information density contained in Formula 1 radio communications. In addition, the researchers also analyzed how race situations, time pressure,

vehicle technical conditions, and team strategies influence the use of language that is shorter, more concise, and more efficient. Thus, this study focuses not only on the number of lexical items used but also on the effectiveness of message delivery in the context of high speed professional communication in Formula 1.

The results of the lexical density analysis were classified into two main categories: lexical density in race engineer communications and lexical density in Formula 1 driver communications. Subsequently, these results were analyzed together to provide a comprehensive overview of the level of lexical density in Formula 1 radio communication. The integration of these two datasets aims to identify patterns of language use, information density, and the effectiveness of communication between race engineers and drivers during the race.

Based on the research findings, it can be concluded that Formula 1 radio communication has distinctive linguistic characteristics, namely being brief, concise, technical, and highly contextual. The results of the lexical density analysis indicate that communication between race engineers and Formula 1 drivers falls into the moderate lexical density category, with an average percentage of around 50%. This finding indicates that Formula 1 radio communication maintains a balanced level of information density, where the language used is neither too simple nor too complex. Thus, communication between race engineers and drivers can proceed effectively and efficiently in conveying strategic, technical, and situational information

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during the race. Additionally, a moderate level of lexical density indicates a balance between content words and function words, allowing messages to be quickly understood in the high pressure environment of a race.

C. Discussion

This section presents an in depth analysis of research findings regarding lexical density in Formula 1 radio communication. Using the Systemic Functional Linguistics (SFL) approach pioneered by M.A.K. Halliday, the discussion aims to explain how moderate levels of lexical density function as a strategic communicative strategy in facilitating efficient information exchange between race engineers and drivers within the dynamic racing environment.

Lexical density between a race engineer and an F1 driver, The results of the analysis of Formula 1 radio communication data show that the lexical density falls within a moderate range, namely 50%. According to M.A.K. Halliday's theory, texts with moderate density reflect characteristics that bridge the gap between spontaneous spoken language and information dense written language.[46] A lexical density of 50% in the context of F1 radio is not an indicator of inefficiency, but rather a form of functional linguistic adaptation. In the dynamic environment of racing, communicators must maintain a balance so that technical messages are

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[46] M. A. K. Halliday, *An Introduction to Functional Grammar*, 2nd ed. (London: Edward Arnold, 1994), 345.

conveyed precisely while still retaining social connectedness (interpersonal meaning) to ensure team coordination.[47]

Halliday (1994) emphasizes that every text carries an "information load" tailored to its communicative purpose.[48] In F1 radio, this moderate lexical density serves to reduce the cognitive load on the drivers. If lexical density is too high (above 70–80%), communication becomes too rigid and difficult to process quickly amid the noise of the car's engine. Conversely, moderate density allows room for "function words" such as pronouns or auxiliary verbs that act as instructional connectors, ensuring the message contains not only technical data but also more human friendly and easily digestible instructions.

Furthermore, this moderate density level indicates that F1 radio communication successfully balances linguistic efficiency and situational clarity. By maintaining a lexical ratio of 50%, the race engineer is able to avoid the ambiguities that often arise in overly concise communication, while still keeping the transmission speed at a level that does not disrupt the driver's focus. This strategy reinforces Halliday's view that language use always adapts to the variables of field, tenor, and mode in specific social situations, where effective communication is achieved when linguistic structure aligns with the demands of the task.[49]

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[47] M. A. K. Halliday, *Language as Social Semiotic* (London: Edward Arnold, 1978), 188
[48] M. A. K. Halliday dan C. M. I. M. Matthiessen, *Halliday's Introduction to Functional Grammar* (London: Routledge, 2014), 80.
[49] M. A. K. Halliday, *Spoken and Written Language*

The this study indicate that all F1 driver–race engineer radio communications achieved an excellent level of communication competence, demonstrating that the messages were delivered clearly, accurately, and successfully understood by the listeners. This finding supports Subekti's (2020) study, which emphasized that communication competence plays a crucial role in facilitating successful message exchange and reducing misunderstandings during communication. Although Subekti examined self-perceived communication competence among university students, both studies highlight that communication competence is reflected in the ability to convey information effectively to the intended recipient. A notable distinction, however, is that the present study evaluates actual communication performance rather than individuals' perceptions of their own competence. Furthermore, the lexical density analysis revealed a moderate level (40–50%), suggesting that Formula 1 radio communication balances informational content with linguistic simplicity. This balance enables drivers and race engineers to exchange essential information efficiently while maintaining clarity and minimizing the risk of misinterpretation in a high-pressure racing environment.[50]

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On the other hand, Rubio-López's (2025) study is highly relevant in terms of its subject (F1 radio), yet findings reveal distinct nuances. Rubio-López highlights a very rigid technical and pragmatic aspect, whereas this

[50] Subekti, A. S. (2020). *Self-perceived communication competence and communication apprehension: A study of Indonesian college students*. *EduLite: Journal of English Education, Literature and Culture*, *5*(1), 14–31. https://doi.org/10.30659/e.5.1.14-31

findings indicate the presence of moderate lexical density that allows for flexibility in spoken language. This does not mean they are incompatible, but this findings complement his argument by showing that F1 communication does not always have to be extremely dense to be considered effective.[51]

The results of this study are also consistent with the findings of Haroen et al. (2024), who reported that higher communication competence contributes to more effective communication outcomes. While their study demonstrated improvements in self-perceived communication competence through hybrid English learning, the present study extends this perspective by examining communication competence in an authentic professional setting, namely Formula 1 radio communication. The finding that all communication samples reached an excellent level of communication competence indicates that successful communication is characterized not only by the accurate transmission of information but also by the listener's ability to understand and respond appropriately. Additionally, the moderate lexical density (40–50%) observed in the radio transcripts suggests that effective professional communication does not necessarily require highly complex linguistic structures. Instead, communication competence in Formula 1 is achieved through concise, well-organized, and contextually appropriate language that allows critical information to be exchanged

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[51] B. P. Rubio-López, "The Linguistics Behind Formula 1," *Revista de Lenguas para Fines Específicos* 31 (2025): 120.

rapidly and accurately under time constraints. These findings reinforce the view that linguistic efficiency is an essential characteristic of competent communication in high-performance professional environments.[52]

The findings of this study demonstrate that moderate lexical density is the optimal linguistic strategy for communication in an F1 environment. Through the integration of Halliday's SFL theory, it can be understood that the effectiveness of communication on the race track is not measured by how dense the spoken words are, but rather by the communicator's ability to align information density with the cognitive and emotional needs of the racers in constantly changing situations.

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[52] Haroen, H., Adistie, F., Agustina, H. R., & Juniarti, N. (2024). *Effect of integrated English hybrid learning for undergraduate nursing students on students' self-perceived communication competence and communication apprehension: A quasi-experiment study*. *Heliyon, 10*(15), e35350. https://doi.org/10.1016/j.heliyon.2024.e35350

CHAPTER V

CONCLUSION AND SUGGESTIONS

A. Conclusion

This study analyzed the dynamics of lexical density in Formula 1 radio communication as a key variable in maintaining the effectiveness of information transmission between race engineers and drivers. Using M.A.K. Halliday's Systemic Functional Linguistics (SFL) framework, this study reveals that F1 radio language constitutes a highly functional communication system, where sentence structure serves not merely to satisfy grammatical norms but to facilitate precise information exchange within a professional sports environment characterized by time constraints and extreme cognitive pressure.

Based on the analysis, it was found that lexical density in F1 radio communication falls into the moderate category 50%. This density level represents an optimal linguistic strategy to maintain a balance between the need for informative technical data and the necessity of fluid "spoken language" elements to preserve cohesion and rapport between the team and the driver. These findings confirm that the effectiveness of communication in F1 radio does not depend on extreme lexical density, but rather on the communication competence to adapt vocabulary situationally condensing information when critical instructions are needed, while maintaining communicative flexibility to ensure the driver's cognitive load remains manageable on the race track.

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B. Suggestions

For Future Reseacrhes

One of the most a difficult process data analysis encountered by the researcher challenging aspects of this study was the analysis of communication competence and lexical density itself. The main difficulty lay in categorizing linguistic elements into appropriate communication competence indicators, as well as consistently identifying content words and function words. This complexity required a high level of interpretative precision to ensure that both qualitative and quantitative analysis were conducted in a systematic, objective, and reliable manner. Future researchers are suggested to explore communication competence more deeply by focusing on aspects of gesture and communication instruments in various communication contexts. Further studies may investigate how non verbal communication, especially gestures, affects interaction effectiveness and speaking performance. In addition, future research is recommended to involve larger participants, different educational levels, and varied research methods in order to obtain more comprehensive findings

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Appendix 1 Research Matrix

Title	Variable	Indicators	Source of Data	Research Method	Focus of Research
An Analysis Of Lexical Density And Communication Competence In Formula 1 Team Radio Communication	Communication Competence Lexical Density	Communication Competence, Linguistic Competence, Sosiolinguistic Competence, Pragmatic Competence $LD = \left(\frac{Total\ Lexical\ Words}{Total\ Words}\right) \times 100\%$ Understanding Word Components Lexical Words (Content Words): Nouns, main verbs, adjectives, and adverbs, Grammatical Words (Function Words): Pronouns, prepositions, conjunctions, auxiliary verbs, and determiners.	Transcript radio Formula 1	Descriptive Qualitative Content Analysis	The focus of this study is the analysis of the communication competence of Formula 1 radio communication between race engineers and drivers through the framework of *Communication Competence* and *Lexical Density*. More specifically, the study focuses on: 1. The level of lexical density in F1 radio utterances to examine how densely and efficiently information is conveyed. 2. Communication competence, which includes linguistic, sociolinguistic, and pragmatic aspects in the interactions between race engineers and drivers. 3.The patterns of technical language use, race strategies, and situational expressions in radio communication.

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Appendix 2 Authenticity Statement

AUTHENTICITY STATEMENT OF WRITING

The undersign below

Name : Raden Muhammad Haidar Dzakwan Nabil

SRN : 221101060030

Study Program : English Education Department

Institution : State Islamic University of Kiai Haji Achmad Siddiq Jember

Place and date of birth: Bondowoso, 01 September 2003

Addres : Perum. BMP DJ-12 Lingk. Tanjung RT/RW 001/017, Mangli, Kaliwates Jember

Here by declares that the content of thesis entitled: "Reviewing F1 Radio Effective Communication: Study About Lexical Density" is the result of the researcher work, expect in part refereed by the source.

Jember, 21 May 2026

Stated by



Raden Muhammad Haidar Dzakwan Nabil

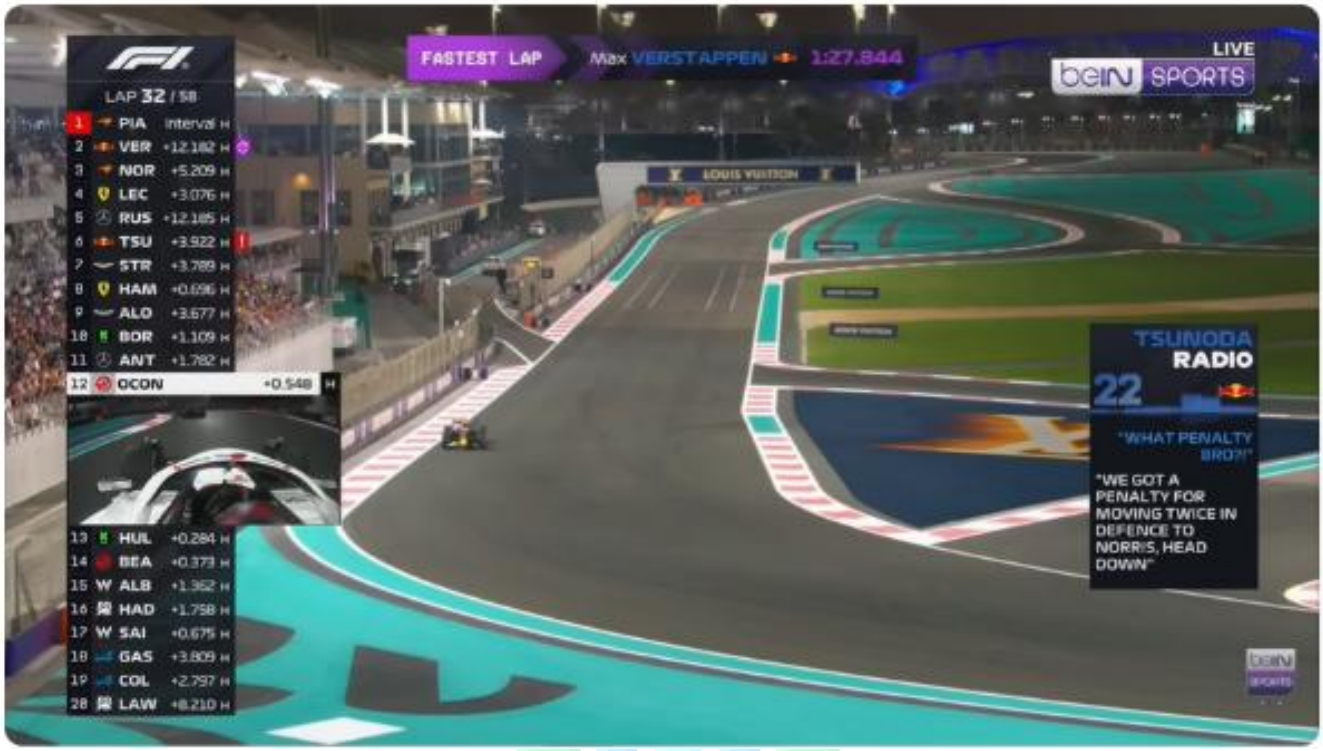
SRN 221101060030

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Appendix 3 Transcript Data F1 Radio Communication


REPLAY
aramco
GASLY
RADIO
10
***** RAN ME ON THE GRASS*
"YEP, WE SEE"


LAP 43 / 71
1 NOR Interval
2 ANT +7.643
3 RUS +5.435
4 BEA +5.182
5 VER +1.461
6 PIASTRI
81
7 LAW +3.121
8 OCO +6.608
9 HUL +2.431
10 ALB +1.584
11 ALO +0.995
12 STR +2.683
13 COL +0.881
14 HAD +1.360
15 GAS +2.920
16 SAI +0.786
17 TSU +0.901
18 HAM Out
19 LEC Out
20 BOR Out
LIVE
beIN SPORTS
PIASTRI
RADIO
81
"WHAT'S THE PLAN HERE?"
"OSCAR USE YOUR PACE, WE'RE TYRING TO CATCH AND UNDERCUT BEARMAN AND RUSSELL, VERSTAPPEN WILL HELP YOU WITH THAT"


FASTEST LAP
Max VERSTAPPEN 1:27.844
LIVE
beIN SPORTS
LAP 32 / 58
1 PIA Interval
2 VER +12.182
3 NOR +5.209
4 LEC +3.076
5 RUS +12.185
6 TSU +3.922
7 STR +3.789
8 HAM +0.696
9 ALO +3.677
10 BOR +1.109
11 ANT +1.782
12 OCON +0.548
13 HUL +0.284
14 BEA +0.373
15 ALB +1.362
16 HAD +1.758
17 SAI +0.675
18 GAS +3.809
19 COL +2.797
20 LAW +8.210
TSUNODA
RADIO
22
"WHAT PENALTY BRO?!"
"WE GOT A PENALTY FOR MOVING TWICE IN DEFENCE TO NORRIS, HEAD DOWN"


LIVE
beIN SPORTS
LAP 32 / 58
1 PIA Interval
2 VER +12.142
3 NOR +5.243
4 LEC +2.971
5 RUS +12.038
6 TSU +3.943
7 STR +3.808
8 HAM +0.663
9 ALO +3.635
10 BOR +1.079
11 ANT +1.782
12 OCON +0.548
13 HUL +0.284
14 BEA +0.373
15 ALB +1.615
16 HAD +1.847
17 SAI +0.560
18 GAS +3.772
19 COL +2.805
20 LAW +8.206
LOUIS VUITTON
TSUNODA
RADIO
22
"OK YUKI, WE HAVE BEEN GIVEN A 5 SECOND PENALTY FOR MOVING TWICE ON THE DEFENCE WITH NORRIS"
"PENALTY?!"

Data F1 Communication Race Engineer Between F1 Drivers

No.	Circuit	Communication Code	Race Engineer	F1 Driver
1.	Australia	Aus Com 1	In 3 laps, class 3 rain expected. Lasting for 2 laps (1)	Class 3 is a lot (2)
2.	Chinese	Chi Com 1	Nice one, Ollie (2)	Ciao (1)
		Chi Com 2	We're losing some time in turn 2, maybe try one lap without using the kerb (1)	Nope (2)
		Chi Com 3	We have 20 to 30 points loss on the front, if we can survive we wait for the first stop (1)	We can survive (2)
3.	Japan	Jap Com 1	This is Lando's pace (1)	Ok, like I said, I think I have the pace to get Max (2)
		Jap Com 2	Yeah we know the game, as you are (2)	He drove himself into the grass (1)
4.	Bahrain	Ba Com 1	Not much we can do now (2)	These brakes are so inconsistent. It's so annoying (1)

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No.	Circuit	Communication Code	Race Engineer	F1 Driver
		Ba Com 2	We have an issue affecting DRS. It's a timing issue only. I can give you a default to override it Yeah, once we do it you have to wait until I tell you, you can use DRS (1)	Give it to me down the back straight (2)
5.	Saudi Arabia	Sau Com 1	Yep, understood max (2)	Ah he just forced me off There was no intention of him to make that corner (1)
		Sau Com 2	Information, you have been given a second time penalty for the incident at turn 1. Head down (1) Yep, no comment thank you (3)	Well, that is **** lovely! (2)
7.	Imola	Im Com 1	Ok mate, you're doing a great job, you are pulling away	Guys, come on, let's not be stupid! (1)

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No.	Circuit	Communication Code	Race Engineer	F1 Driver
			from Hadjar and Alonso (2)	
6.	Miami	Mi Com 1	Sainz 1.4 behind (1)	You want me to let him past as well? (2)
8.	Monaco	Mo Com 1	So we've got a drive through penalty, but well delay it as long as we can (1)	To be honest…I prefer not to speak (2)
		Mo Com 2	Towards the end, we will swap the cars back (1)	Ok lets do our race until the last lap. You never know what's going to happen (2)
		Mo Com 3	Plan b, stay out with Norris (1)	Ok, copy (2)
9.	Catalan	Cat Com 1	And lando, we can push the tyre a little bit more in turn 3, turn 9 (1)	I can't push, my front left is grained and I'm just understanding (2)
		Cat Com 2	Now that's the hard tyre Max (2)	Why the **** have we? What is this tyre (1)

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No.	Circuit	Communication Code	Race Engineer	F1 Driver
			That was the only option (4)	Why? Why are we on a hard? (3)
10.	Canada	Can Com 1	Thoughts on tyres please, Max (1)	Yeah, not good very fragile (2)
		Can Com 2	Understood, we're looking at it (2)	Yeah, that's a penalty. He pushed me wide (1)
			Yep, we see (4)	**** ran me on the grass (3)
		Can Com 3	Are you alright dude? (1)	Yep, I'm sorry, its all my bad. All my fault, unlucky. Sorry, stupid from me (2)
11.	Austria	Aut Com 1	The main race difference is high speed. Hopefully linked just to traffic (2)	I need some pace. Please help (1)

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No.	Circuit	Communication Code	Race Engineer	F1 Driver
		Aut Com 2	We need LI-CO all corners, Charles, every lap (1)	That's what I'm doing. Bryan that is what I am doing so… (2)
12.	British	Bri Com 1	Ok Gabi, are you ok? (1) It's ok, no worries it was very tricky out there (3)	Yeah man. Sorry **** (2)
13.	Belgium	Bel Com 1	Good job mate, really good (1)	Nicely done, nicely **** done (2)
			Great afternoon really good (3)	Lets go!! (4)
14.	Hungary	Hun Com 1	Keep cool, mate. You'll get him (2)	That was moving under braking! I committed, and he moved while braking. Almost crashed into the back of him. Its clearly not allowed (1)

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No.	Circuit	Communication Code	Race Engineer	F1 Driver
		Hun Com 2	Bortoleto and Lawson have now pitted. We are considering leaving you out here (1)	Ok. Well, ha, its not going to be easy (2)
		Hun Com 3	We have a 5 second time penalty for moving before the start signal. 5 second time penalty (1)	Really? I'm not aware of that. Didn't feel anything from my side (2)
		Hun Com 4	Oscar, some competitors are talking about a one stop. Do you think a one stop may be possible (1)	I mean, the tyres feel ok for now. I mean, its difficult to know with this many laps to go (2)
15.	Dutch	Dut Com 1	How is the balance on the hard tyre? (1)	I **** don't know! You put me always in **** traffic I don't know (2)

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No.	Circuit	Communication Code	Race Engineer	F1 Driver
		Dut Com 2	Copy (2)	I'm a bit scared about Bortoleto front wing. Its flapping (1)
16.	Italy	Ita Com 1	Norris and Piastri have swapped places, Max (1)	Ha! Just because he had a slow stop? (2)
17.	Azerbaijan	Az Com 1	Yeah, Lawson 2.5 seconds ahead. You can do it (2)	These guys are fast, mate. Trying to catch up with them (1)
		Az Com 2	Yeah, affirm. I was just going to say the same thing (2)	This tyre feels good. I think just keep extending (1)
18.	Singapore	Sin Com 1	Any change there with the downshifts, Max? (1)	No, its really **** (2)
		Sin Com 2	We're looking at it, let me get back to you (2)	So, are we cool with Lando just berging me out the way

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No.	Circuit	Communication Code	Race Engineer	F1 Driver
				or? What's the go there (1)
19.	US	Us Com 1	Yeah copy, saw that mate (2)	He took me out.. (1)
		Us Com 2	Another very impressive weekend Max, extremely well done. Enjoy the celebrations, ill see you in Mexico (1)	Yeah well done mate, unbelievable weekend. Really, really good. Thank you very much everyone, and yeah, have a good flight back mate (2)
20.	Mexico	Mex Com 1	Yep so, are we on a 1 stop or a 2 stop at the moment? Right, ok…	I can hear everything!
		Mex Com 2	What we doing? Staying out Max (2)	What do you want me to do? (1)
			We have 10 second penalty for the incident at turn 4 with Verstappen. We don't agree (3)	That's such **** man (4)

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No.	Circuit	Communication Code	Race Engineer	F1 Driver
21.	Brazil	Br Com 1	Oscar use your pace, we're trying to catch and undercut Bearman and Russell, Verstappen will help you with that (2)	What's the plan here? (1)
22.	Las Vegas	LV Com 1	Overtake, we're gonna go get Max (2)	You want me in DRS or try and overtake? (1)
			We think this is plan B for everyone. We want to go forwards, but the way to beat Russell will be at the end (4)	You've got to tell me two things. Am I doing my race, or am I trying to go forwards (3)
		LV Com 2	Copy, loud and clear. We are monitoring a group of six slow cars so we have to be careful not to pit into them (2)	Lets make sure to be aggressive guys, ok? (1)

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No.	Circuit	Communication Code	Race Engineer	F1 Driver
23.	Qatar	Qat Com 1	They have lost all of their flexbility for the remainder of the race (2)	We should've just followed him in, now? If we knew the car ahead was staying out (1)
24.	Uni Emirate Arab	UEA Com 1	Fairly equal pace Max, between them. Last lap was a couple tenths quicker, but nothing drastic (2)	Is Charles catching him or not? (1)
			We expect Norris to be in yours DRS within 1 lap, all you can when he catches Ok Yuki, we have been given a 5 second penalty for moving twice on the defence with Norris (1) We got a penalty for moving twice in defence to Norris, head down (3)	Penalty?! What penalty bro?! (2)

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Appendix 4 Validation Data Sheet

KEMENTERIAN AGAMA REPUBLIK INDONESIA
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Jl. Mataram No. 1 Mangli, Jember Kode Pos 68136
Telp. (0331) 487550 Fax (0331) 427005 e-mail: info@uin-khas.ac.id
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SURAT PERNYATAAN VALIDASI DATA

Yang bertanda tangan dibawah ini:

Nama : Ihyak Mustofa, S.s., M. Li.

NIP : 199403032022031004

Jabatan : Dosen UIN KHAS Jember

Menyatakan telah melalkukan validasi data sehubunga dengan analisis data yang dilakukan oleh Raden Muhammad Haidar Dzakwan Nabil dalam penelitian yang berjudul: ***"Reviewing F1 Radio Effective Communication: Study About Lexical Density"***

Demikian surat keterangan ini dibuat untuk dapat digunakan sesuai keperluan.

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Jember, 13 Mei 2026

Yang membuat pernyataan

Ihyak Mustofa, S.s., M. Li.
NIP. 199403032022031004

No.	Aspek yang Dinilai	Indikator Penilaian	1	2	3	4
1.	Ketepatan Identifikasi Lexical Words	Ketepatan menentukan noun, verb, adjective, dan adverb				✓
2.	Ketepatan Identifikasi Function Words	Ketepatan menentukan pronoun, conjunction, article, auxiliary, preposition				✓
3.	Ketepatan Perhitungan Lexical Density	Kesesuaian penggunaan rumus lexical density				✓
4.	Konsistensi Analisis Data	Konsistensi hasil analisis pada seluruh data F1 radio communication			✓	
5.	Kesesuaian Interpretasi Data	Interpretasi hasil sesuai teori lexical density dan communication competence			✓	
6.	Kejelasan Penyajian Data	Penyajian tabel dan analisis mudah dipahami				✓
7.	Ketepatan Penggunaan Teori	Penggunaan teori Halliday dan communication competence sesuai konteks penelitian				✓

Skor dan Kategori

1. Kurang baik
2. Cukup
3. Baik
4. Sangat Baik

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Jember, 13 Mei 2026

Yang membuat pernyataan

Ihyak Mustofa, S.s., M. Li.
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Appendix 5 Turnitin Check Letter

KEMENTERIAN AGAMA REPUBLIK INDONESIA
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Website: www.uinkhas.ac.id

SURAT KETERANGAN LULUS CEK PLAGIASI SKRIPSI

Bersama ini disampaikan bahwa karya ilmiah yang disusun oleh

Nama : Raden Muhammad Haidar Dzakwan Nabil
NIM : 221101060030
Program Studi : Tadris Bahasa Inggris
Judul Karya Ilmiah : Reviewing F1 Radio Effective Communication: A Study About Lexical Density

telah lulus cek similarity dengan menggunakan aplikasi drillbit UIN KHAS Jember dengan skor pengecekan bab 1-5 sebesar 6,2%

1. BAB I : 6%
2. BAB II : 6%
3. BAB III : 10%
4. BAB IV : 2%
5. BAB V : 7%

Demikian surat ini disampaikan dan agar digunakan sebagaimana mestinya.

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Jember, 25 Mei 2026
Penanggung Jawab Cek Plagiasi
FTIK UIN KHAS Jember

(Ulfa Dina Novienda, S.Sos. I. M.Pd)
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Appendix 6 Curriculum Vitae

CURRICULUM VITAE



Personal Information

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b. SRN : 221101060030
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f. Religion : Islam
g. Faculty/Program : FTIK / English Education
h. Email Adress : dzakwann939@gmail.com

Educational Background

a. 2008-2010 : TK ABA 4 Mangli
b. 2010-2016 : SD Muhammadiyah 1 Jember
c. 2016-2019 : MTsN 2 Jember
d. 2019-2022 : MAN 2 Jember

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