

MEMORY, THE BATTLE PLANE INCIDENT OF MARITIME FORCE BETWEEN PRC AND USA IN THE SOUTH CHINA SEA, APRIL 2001

Xiaomei HAN

ABSTRACT: The Battle Plane Crash Incident between the J-8II jet of P.R.C. and the EP-3E ARIES II spy aircraft of U.S.A. on April 1, 2001 attracted worldwide media and public attention. The collision was happened on the South China Sea, where is one of the tremendous strategic important area for many countries. And the location of the Incident is very close to the Hainan Island, P.R.C. In this article, we would like to repeat the reports about the collision of the Chinese media, U.S. media, and other important international media, to analysis the difference report of each part and to compare the specifications of each plane, for trying to know what really happened. And we also do a breve investigation about the concept and interpret of Exclusive Economic Zone and Air Defense Identification Zone under the International Law and Rules, to analyze if it is illegal the activity which the U.S. EP-3E spy plane did on the South China Sea on that day.

KEY WORDS: Hainan Incident April 2001, PLA J-8II Jet, U.S. EP-3E ARIES II, South China Sea, Different Report, Exclusive Economic Zone, Air Defense Identification Zone, United Nations Convention on the Law of the Sea.

RESUMEN: El Incidente de Avión de Combate de Fuerza Armada entre el J-8II jet de RPC y el EP-3E avión de espía de EE.UU. en 1 de abril de 2001, había llamado la atención de muchos medios internacionales y públicos. La colisión ocurrió en el Mar de China Meridional, donde es uno de las importantes estratégicas áreas para muchos países. Y la ubicación del Incidente está muy cerca de la isla Hainan, RPC. En este artículo, nos gustaría repetir las noticias publicadas sobre la colisión en los medios de comunicación de China, EE.UU. y otros importantes medios internacionales, para analizar los diferentes informes publicados de cada parte; también comparamos las especificaciones de cada avión, para tratar de saber lo que sucedió realmente en aquello momento. Salvo de eso, hacemos una breve investigación sobre el concepto y la interpretación de la Zona Económica Exclusiva y Zona de Identificación de Defensa Aérea bajo las legislaciones y normativas Internacionales, para analizar si es ilegal la actividad que realizó el avión de espía EP-3E de EE.UU. en el Mar de China Meridional en ese día.

PALABRAS CLAVE: Incidente de Hainan abril 2001, PLA J-8II Jet, U.S. EP-3E ARIES II, Mar de China Meridional, Diferentes Informes, Zona Económica Exclusiva, Zona de Identificación de Defensa Aérea, Convención de las Naciones Unidas sobre el Derecho del Mar.

The Battle Plane Crash Incident between the two aircrafts of the People's Liberation Army (PLA) Navy J-8II jet of the People's Republic of China (P.R.C) and one U.S. Navy EP-3E ARIES II (BuNo 156511) spy plane, was happened in the South China Sea on the morning April 1st of 2001 (Beijing Times). After the collision, one of the J-8II (81192) fighter plane of China lost control and plunged into the sea, the pilot of PLA parachuted and have missed from that moment until today. The Chinese Government was searching him around the

incident area, but his body was never recovered. Days after his lost, he was declared dead by the Chinese Government; the other J-8II jet landed safely on the airport of Hainan Island (China). And the U.S. EP-3E aircraft with 24 crew members made an emergency landing without the permission of Chinese Government onto the Airport Lingshui of Hainan Island because of the damage. The P.R.C. declared that it made appropriate arrangements for them. On the morning of 12 April (07:30, Beijing Times), the 24 crew members of the U.S. EP-3E aircraft returned to their base at Whidbey Island via Honolulu, Hawaii. One day after the Incident, a lot of media reported the details about it. According to the news of China (paper.people.com.cn), the news of New York Times (www.nytimes.com), BBC (news.bbc.co.uk) and others international official publications, there is a big difference about the mid-air collision between the U.S. surveillance plane and the Chinese fighter plane.

After the Incident of 1 April, 2001, many Chinese, American and other country's experts and scholars made investigations and comments from the view of political and military affairs, the bilateral relations between the two countries. Among those comments, some questions are fetching attention, which like: what exactly happened during the Incident? Is it illegal that a U.S. military aircraft flew over the Chinese Exclusive Economic Zone? How to interpret and enforce the International Law about the military aircraft activity in the special area of the sea? etc.

Nineteen years has passed, people still remember this Incident, especially in China. Every April of the last nineteen years, a lot of Chinese media have report that Incident to memorize the Chinese pilot who lost in the South China Sea.



The Map of the location of attack
(<https://images.app.goo.gl/MLz4Jk9RsG4FALK56>)

1. The Different Report and Interpretation of the Collision between P.R.C and U.S.A.

As mentioned, the differ sharply of the report in P.R.C and U.S.A is one of the important point of this conflict, and it made us confused to get the

conclusion about the Incident. Almost on the same day, the Chinese media and the U.S media published the news about the Hainan Incident.

According to the news of People's Daily (paper.people.com.cn) on 1 April, 2001, and BBC News on 5 April, 2001:

On the morning of April 1, 2001, a U.S. EP-3E military spy aircraft flew over the Southeastern Seas of the Hainan Island of P.R.C. The PLA immediately ordered two J-8II military jets to take off and carry out "routine tracking" of the U.S aircraft. At 09:07 Beijing Times, the three planes were flying in the same direction, when the PLA's J-8II aircraft flew normally at 104 kilometers from the Hainan Island, the US EP-3E plane suddenly turned to the PLA's aircraft, and its nose and left wing collided with one of the PLA's plane causing it to lose control and plunge into the sea. The pilot of the J-8II jet parachuted and has been missing from that moment till now. The Chinese Government was searching for the whereabouts of this pilot and was very concerned about his condition, but finally failed to find him, the Chinese Government made the declaration of death. And at the same time, the other Chinese pilot landed safely on the Hainan Island. At 09:33, the U.S EP-3E aircraft landed on the Lingshui Airport of Hainan Island without the permission of the Chinese Government, and the Chinese Government made the proper arrangements for the 24 crew members on the U.S plane. In those 24 crew members, including 22 Naval soldiers, 1 Air Force soldier and 1 Navy Marine Corps soldier.

China's foreign ministry spokesman, Mr. Zhu Bangzao said that: the immediate cause of the collision was the violation of flight rules by the U.S plane which made a sudden and big movement to veer towards the Chinese plane, the U.S. plane's nose and left wing rammed the tail of one of the Chinese planes causing it to lose control and plunge into the sea. And the Chinese state television broadcast an angry statement on the night of April 1, 2001 saying: the U.S. said has total responsibility for this event.

And on the basis of the report of New York Times on April 2, 2001, and BBC News on 5 April, 2001:

On 1 April, 2001, local time 09:15, an U.S. Navy spy plane EP-3E on routine surveillance mission near the Chinese coast collided with a Chinese fighter jet J-8II that was closely tailing it. The collision occurred 70 miles off the Chinese island of Hainan, As the U.S. Admiral Dennis Blair said that: the activity of the U.S. Navy plane was intercepted by two Chinese fighter aircraft. One of them bumped into the wing of the U.S. EP-3 aircraft. According to the White House said: the two of four propellers of the EP-3 were damaged as well as the nose cone, wing flaps and equipment indication the plane's air speed. So, the pilot of the U.S. spy plane diverted to an airfield on Hainan Island where the plane landed 15 to 20 minutes later. The U.S. plane landed safely and all the 24 military personnel on board were uninjured.

Furthermore, about the responsibility of the collision, the U.S. lodged a protest with the Chinese officials. Mr. Dennis Blair said that: the EP-3 is a big plane usually flying straight and level while fighter aircraft are more nimble; the faster, more maneuverable aircraft has the obligation to stay out of the way of the slower aircraft.



U.S. EP-3 Aircraft crew members in the Haikou Airport, Hainan Island, P.R.C.
Boarding to repatriate, 12 April, 2001.

(<https://images.app.goo.gl/eUBKVHWDLyJDhbAa9>)

In the view of the reports of each side, the first question is, who bumped into whom? Is that the reason as the U.S. Admiral said? Here we would like to make a comparison with this two types of aircraft.

2. PLA J-8II Jet vs. U.S. EP-3E ARIES II Aircraft

The PLA J-8 Jet is a type of fighter aircraft with high-speed, high-altitude, Chinese built and single-seat. The manufacturer is Shenyang¹ Aircraft Corporation, design by Shenyang Aircraft Design Institute. The first flight of J-8 was on 5 July 1969, and the first flight of J-8II -the Chinese aircraft which plunged into the sea after the collision in the Hainan Incident-, was on 12 June 1984. The series of J-8II appear quite different from the original J-8, such as the new forward fuselage, intake ramps with splitter plates and nose structure, etc. About the U.S. EP-3E aircraft, normally called Lockheed EP-3, the reconnaissance version of the P-3 Orion. The manufacture is Lockheed Corporation, and the primary users are the United States Navy and Japan Maritime Self-Defense Force. The first flight of the P-3 variant on April 1961. In the Hainan Incident, the U.S. aircraft was EP-3E ARIES II, which the last delivered in 1997.

¹ Shenyang: The capital of Liaoning Province, and the largest city by urban population in the Northeast of the People's Republic of China. Shenyang is an important industrial center in China, focused on heavy industry, particularly aerospace, machine tools, heavy equipment and defense.



U.S. Navy EP-3E (Above) and PLA Navy J-8II (Below)

The Specifications of PLA J-8II and U.S. EP-3E. (www.globalsecurity.org)		
	PLA J-8II	U.S. EP-3E
General characteristics		
Length	21,52m	32.28m
Wingspan	9,34m	30.36m
Height	5,41m	10.27m
Wing area	42.19m ²	120.8m ²
Empty weight	9,280kg	35,000kg
Loaded weight	13,850kg	61,400kg
Max. takeoff weight	17,800kg	64,400kg
Powerplant	2.2 x WP-13B turbojets	4x Allison T56-A-14 turboprop
Crew	1	22+
Performance		
Max. Speed	2300kmph	780kmph
Range	432nmi (800km, 497mi) combat radius	<2,380nmi (2,738.9mi) max range
Service ceiling	20,500m	9,150m

From this analysis of specifications, it is obviously that the U.S. EP-3E aircraft is much bigger than the PLA J-8II Jet, but it doesn't mean that the U.S. EP-3E aircraft can't make the sudden and big movement. Nobody know the real situation at the moment of the collision, and what was exactly happened. As BBC News reported: Many western analysts, including the specialist publication Jane's Defence, argue that the two Chinese jets were dispatched to intercept the US surveillance plane and "hemmed in" the much bigger plane, in an attempt to make it change course. The slightest misjudgment by either the US or Chinese pilot could have caused the collision.

3. Why the U.S. EP-3E Aircraft flew over the South China Sea? Is that legal activity under the International Law?

As the report of New York Times: The midair crash occurred about 50 miles southeast of China's Hainan Island, in what American officials described as international waters. The EP-3E ARIES II aircraft, which had taken off from an American air base in Okinawa, Japan, the Kadena Air Base.

The Kadena Air Base is often referred to as the "Keystone of the Pacific, which is locked in the towns of Kadena and Chatan and the city of Okinawa, and built in 1945, when U.S. invaded Okinawa, a local construction firm completed a small airfield named Yara Hikojo near the island's village of Kadena. Kadena Air Base is home to the USAF's 18th Wing, a subordinate of the Fifth Air Force, the 353d Special Operations Group, 961st Airborne Warning & Control Squadron, 909th Air Refueling Squadron, 633rd Air Mobility Squadron, etc, reconnaissance units first battalion, first Defense Artillery, and a variety of associated units. There are more than 20,000 American service members, family members and Japanese employees working or living. It is the largest and most active U.S. Air Force base in the Far East.²



U.S.A Military Base in Okinawa
(<http://dc-office.org/basedata>)

The U.S. EP-3E Spy aircraft, which collided with the PLA J-8II jet, assigned to Fleet Air Reconnaissance Squadron One, had taken off as Mission PR32 from Kadena Air Base in Okinawa, Japan. About the content of the Mission PR32, according to the Report by Ronald O' Rourke, the specialist in National Defense:

The electronic surveillance mission being conducted by the Navy EP-3E ARIES II aircraft off the coast of China on April 1, 001 was one component of a global U.S. intelligence, surveillance and reconnaissance (ISR) effort directed at potentially hostile military forces. This effort has been conducted by U.S. military forces on virtually a daily basis for more than 50 years. In addition to the EP-3E, it includes surveillance satellites, Air Force surveillance aircraft such as the RC-135 Rivet Joint airplane, Navy surface ship, U.S. land-based electronic listening posts, and Navy attack submarines.

² <https://www.globalsecurity.org/military/facility/kadena.htm>

It looks like that the activities of the EP-3E on April 1, 2001 was normal and ordinary, but there is an important point should not be neglected, "The U.S. EP-3E spy plane flew over the South China Sea, and the collision was on 104 km approx. (65 miles approx.) away from the Hainan Island, China."

This sea area where the place of the Incident occurred, includes the South China Sea Islands, which are claimed by the People's Republic of China and several other countries. This part of the South China Sea comprises part of the P.R.C's Exclusive Economic Zone (EEZ) based on the United Nations Convention on the Law of the Sea (UNCLOS)³. And the P.R.C interprets the Convention as allowing it to preclude other nations' military operations within this area, but, the United States of America doesn't recognize P.R.C's claim, and maintains that the Convention grants free navigation for all countries' aircraft and ships, including military aircraft and ships, within a country's exclusive economic zone.

On the basis of the UNCLOS, in the Exclusive Economic Zone the state has special rights regarding the exploration and use of marine resources, including energy production from water and wind. It stretches from the baseline out to 200 nautical miles (nmi) from its coast. Ordinarily, the EEZ is an area beyond and adjacent to the territorial sea, extending seaward to a distance of no more than 200 nmi (370km approx.) out from its coastal baseline. In this case, the location of the Incident is about 104 km from the Hainan Island, obviously, it is inside the EEZ of P.R.C.

With regard to the right of the South China Sea EEZ, whereas the Statement of the Government of the P.R.C on China's Territorial Sovereignty and Maritime Rights and Interests in the South China Sea⁴:

To reaffirm China's territorial sovereignty and maritime rights and interests in the South China Sea, enhance cooperation in the South China Sea with other countries, and uphold peace and stability in the South China Sea, the Government of the People's Republic of China hereby states as follows:

I. China's Nanhai Zhudao (the South China Sea Islands) consist of Dongsha Qundao (the Dongsha Islands), Xisha Qundao (the Xisha Islands), Zhongsha Qundao (the Zhongsha Islands) and Nansha Qundao (the Nansha Islands). The activities of the Chinese people in the South China Sea date back to over 2,000 years ago. China is the first to have discovered, named, and explored and exploited Nanhai Zhudao and relevant waters, and the first to have exercised sovereignty and jurisdiction over them continuously, peacefully and effectively, thus establishing territorial sovereignty and relevant rights and interests in the South China Sea.

Following the end of the Second World War, China recovered and resumed the exercise of sovereignty over Nanhai Zhudao which had been illegally

³ The United Nations Convention on the Law of the Sea (UNCLOS): Signed on 10 December, 1982. On June 2016 167 countries and the European Union have joined in the Convention, including China and U.S.A. It is an international agreement that resulted from the third United Nations Conference on the Law of the Sea, which took place between 1973 and 1982.

⁴ Statement of the Government of the People's Republic of China on China's Territorial Sovereignty and Maritime Rights and Interests in the South China Sea, published on the official Webpage about the South China Sea Issue of the P.R.C. Government, https://www.fmprc.gov.cn/nanhai/eng/snhwtlcwj_1/t1379493.htm.

occupied by Japan during its war of aggression against China. To strengthen the administration over Nanhai Zhudao, the Chinese government in 1947 reviewed and updated the geographical names of Nanhai Zhudao, compiled *Nan Hai Zhu Dao Di Li Zhi Lue* (A Brief Account of the Geography of the South China Sea Islands), and drew *Nan Hai Zhu Dao Wei Zhi Tu* (Location Map of the South China Sea Islands) on which the dotted line is marked. This map was officially published and made known to the world by the Chinese government in February 1948.

II. Since its founding on 1 October 1949, the People's Republic of China has been firm in upholding China's territorial sovereignty and maritime rights and interests in the South China Sea. A series of legal instruments, such as the 1958 *Declaration of the Government of the People's Republic of China on China's Territorial Sea*, the 1992 *Law of the People's Republic of China on the Territorial Sea and the Contiguous Zone*, the 1998 *Law of the People's Republic of China on the Exclusive Economic Zone and the Continental Shelf* and the 1996 *Decision of the Standing Committee of the National People's Congress of the People's Republic of China on the Ratification of the United Nations Convention on the Law of the Sea*, have further reaffirmed China's territorial sovereignty and maritime rights and interests in the South China Sea.

III. Based on the practice of the Chinese people and the Chinese government in the long course of history and the position consistently upheld by successive Chinese governments, and in accordance with national law and international law, including the *United Nations Convention on the Law of the Sea*, China has territorial sovereignty and maritime rights and interests in the South China Sea, including, inter alia:

i. China has sovereignty over Nanhai Zhudao, consisting of Dongsha Qundao, Xisha Qundao, Zhongsha Qundao and Nansha Qundao;

ii. China has internal waters, territorial sea and contiguous zone, based on Nanhai Zhudao;

iii. China has exclusive economic zone and continental shelf, based on Nanhai Zhudao;

iv. China has historic rights in the South China Sea.

The above positions are consistent with relevant international law and practice.

IV. China is always firmly opposed to the invasion and illegal occupation by certain states of some islands and reefs of China's Nansha Qundao, and activities infringing upon China's rights and interests in relevant maritime areas under China's jurisdiction. China stands ready to continue to resolve the relevant disputes peacefully through negotiation and consultation with the states directly concerned on the basis of respecting historical facts and in accordance with international law. Pending final settlement, China is also ready to make every effort with the states directly concerned to enter into provisional arrangements of a practical nature, including joint development in relevant maritime areas, in order to achieve win-win results and jointly maintain peace and stability in the South China Sea.

V. China respects and upholds the freedom of navigation and overflight enjoyed by all states under international law in the South China Sea, and stays ready to work with other coastal states and the international community to ensure the safety of and the unimpeded access to the international shipping lanes in the South China Sea.

On the other hand, from the view of U.S.A., as the Legislative Attorney David Ackeman wrote in the Report for Congress about the China-U.S. Aircraft Collision Incident of April 2001:

International Conventions concerning aviation and the law of the sea make clear that all nations have full sovereignty over their airspace, including the airspace over their territorial seas (a belt of sea that can extend up to 12 miles from the coast), and the government aircraft of foreign states generally have no right to enter that airspace without permission. International law also is clear, however, that all aircraft have a right of overflight with respect to ocean areas beyond the territorial sea. That includes a right of overflight in another nation's exclusive economic zone (EEZ) (a belt of sea that can extend up to 200 miles from the coast). Given that the United States and China seem to agree that the collision took place about 70 miles away from China's coast, the right of the U.S. aircraft to be flying in that area does not appear to be in serious doubt. China contends, however, that the performance of reconnaissance in its EEZ constitutes an abuse of the right of overflight.

About the mentioned "12 nautical miles", in the Article 3 of UNCLOS:

Article 3 Breadth of the territorial sea.

Every State has the right to establish the breadth of its territorial sea up to a limit not exceeding 12 nautical miles, measured from baselines determined in accordance with this Convention.

Besides that EEZ, in this issue there is other concept which is worth mentioning, the Air Defense Identification Zone (ADIZ). It means that airspace over land or water in which the identification, location and control of civil aircraft is performed in the interest of national security⁵. The concept of an ADIZ is not defined in any international treaty and is not regulated by any international body⁶. About the ADIZ of the People's Republic of China, on November 23, 2013, the Government of P.R.C established the ADIZ in the East China Sea⁷. Shortly after, in 2014, P.R.C's Foreign Ministry dismissed reports that they were considering a similar ADIZ over the South China Sea, as the countries in the Association of Southeast Asian Nations⁸ were no threat.

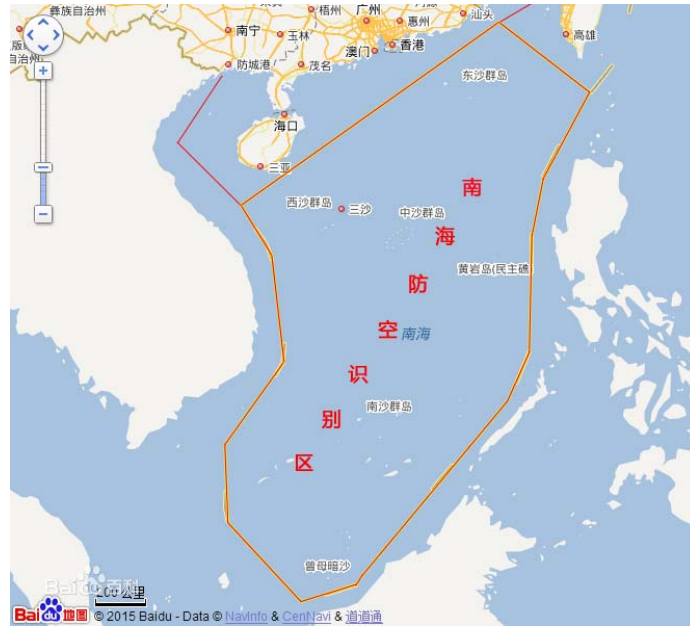
⁵ Abeyratne, Ruwantissa (2011-09-13), In search of theoretical justification for air defence identification zones, *Journal of Transportation Security*, Springer Nature. 5 (1): 87–94. doi:10.1007/s12198-011-0083-2. ISSN 1938-7741. Archived from the original (PDF) on 2014-07-09.

⁶ Page, Jeremy (Nov 27, 2013), The A to Z on China's Air Defense Identification Zone, *The Wall Street Journal*, Retrieved 29 November 2013.

Air Defense Identification Zone, GlobalSecurity.org, Retrieved 29 November 2013.

⁷ The East China Sea Air Defense Identification Zone: the Chinese announced that Zone on November 23, 2013. The area consist of the airspace from about and including, the Japanese controlled Senkaku Islands (which are known as Diaoyu Islands in mainland China and are claimed by mainland China as well as Taiwan), north to South Korean-claimed Socotra Rock.

⁸ The Association of Southeast Asian Nations: it is a regional intergovernmental organization comprising ten countries in Southeast Asia, including Philippines, Malaysia, Thailand, Indonesia, Singapore, Brunei, Cambodia, Laos, Myanmar, Vietnam, which promotes



The provided map of the ADIZ in South China Sea

(<https://baike.baidu.com/item/中华人民共和国南海防空识别区>)

Anyhow, the other important different between the P.R.C. Government and the U.S.A. Government is the characteristic of the incident location, and if the U.S. EP-3E spy plane could fly over the Chinese Exclusive Economic Zone, and if that Zone is the Chinese Air Defense Identification Zone. As has been note, from the view of P.R.C., according to the international Convention, the Chinese Government can preclude other nations' military operations with this area. But, from the view of U.S.A., the U.S. Government doesn't recognize China's claim over that zone, and maintains that the international Convention grants free navigation for all countries' aircraft and ships, including military plane and vessels.

After the Incident, on the one hand, the P.R.C. Government had asked the U.S. Government for many times in various occasions for an apology, and demanded one million dollars compensation from the U.S.A. Government for the lost J-8II jet and the pilot, but it was declined and no further negotiations were held. On the other, the U.S. Government explained that "they did not do anything wrong, and therefore it was not possible to apologize", then again, the U.S.A. paid for 11 days of food and lodging supplied by the Chinese Government to the 24 EP-3E aircraft's crew, in the amount of \$34,567.89, but the Chinese Government rejected the money as unacceptable.

About the aftermath of the pilots and the EP-3E, after the repatriate of the 24 crews to Hawaii, the pilot of U.S. EP-3E aircraft Lt. Shane Osborn, was awarded the Distinguished Flying Cross for Heroism and Extraordinary Achievement in flight. The pilot of PLA J-8II, Lt. Cdr. Wei Wang -who lost in the sea after the parachute, then *was declared dead by the Chinese Government*-, was posthumously honored in China as a Guardian of Territorial Airspace and Water. And his widow received a personal letter of condolence from the President George W. Bush on April 9, 2001. And the U.S EP-3E spy aircraft was released on July 3, 2001, was returned to U.S.A. by the Russian airline

intergovernmental cooperation and facilitates economic, political, security, military, educational and sociocultural integration among its members and other countries in Asia.

Polet in an Antonow An-124 Ruslan on the same day, and arrived at Dobbins Air Force Base, Georgia on July 5, 2001.

Since the Hainan Incident, the U.S. spy aircrafts never stop their activity near Chinese territory. Chinese military observers said the U.S. conducted about 500 such China reconnaissance operations every year. For example, on August 19, 2014, a Chinese Navy J-11 fighter jet took off to conduct routine identification and verification work as U.S. Navy P-3 and P-8 planes were conducting reconnaissance missions about 220 km from Hainan Island. And China urged the U.S. to stop its close surveillance by patrol aircraft near Chinese territory if it seriously wanted to repair the damaged bilateral ties.

BIBLIOGRAPHY

The United Nations Convention on the Law of the Sea (A historical perspective). *United Nations Division for Ocean Affairs and the Law of the Sea*. Retrieved 30 April 2009.

Kinji Akashi, Cornelius Van Bynkershoek: His Role in the History of International Law. *Martinus Nijhoff Publishers*. p.150. ISBN 978-9041105998.

Thomas E. Behuniak, The Seizure and Recovery of the S.S. Mayaguez: Legal Analysis of United States Claims, *Military Law Review*. Department of the Army. 82 114–121. ISSN 0026-4040.

Jennifer Frakes, The Common Heritage of Mankind Principle and the Deep Seabed, Outer Space, and Antarctica: Will Developed and Developing Nations Reach a Compromise? *Wisconsin International Law Journal*. 2003; 21:409.

Mark J. Valencia, *Foreign Military Activities in Asian EEZs: Conflict Ahead?* Nbr Special Report #27 May 2011.

Ruwantissa Abeyratne, In search of theoretical justification for air defence identification zones, *Journal of Transportation Security*, doi:10.1007/s12198-011-0083-2, ISSN 1938-7741.

Jane Perlez, China Explains Handling of B-52 Flight as Tensions Escalate, *The New York Times*, 27 November 2013.

Background: Air Defense Identification Zones, China Network Television, 24 November 2013.

Air defense zones of China, S. Korea overlap, *Yonhap news*, November 24, 2013.

Xuequan Mu, China dismisses ADIZ reports, optimistic about South China Sea situation, *xinhuanet.com*, Xinhua News Agency, 2 February 2014.

Michael Ellison, *China eases spy plane surveillance*, *The Guardian*, London, July 30, 2001.

Dan Martin, China tells US to halt spy plane flights, *Yahoo! News*. Archived from the original on August 22, 2011.

Ben Blanchard, China protests U.S. spy flights near its coast, *Reuters*, July 27, 2011.

Elisabeth Rosenthal, David E. Sanger, U.S. Plane in China after it collides with Chinese Jet, *New York Times*, April 2, 2001.

Who caused the crash, *BBC News World Edition*, 5 April, 2001, 16:10 GMT.

Shirley A. Kan, Richard Best, Christopher Bolkcom, Robert Chapman, Richard Cronin, Kerry Dumbaugh, Stuart Goldman, Mark Manyin, Wayne Morrison, Ronald O'Rourke, David Acerma, China-U.S. Aircraft Collision Incident of April 2001: Assessments and Policy Implications, CRS Report for

Congress, *Congressional Research Service, The Library of Congress*, Update October 10, 2001.

James Petras, Washington's 'Pivot to Asia': A Debacle Unfolding, *Global Research*, 25 October 2016.

Ruisha Qian, Beijing tells US to stop spy flights, *Xinhua*, <http://www.ecns.cn/military/2014/08-29>.

中国战机被美侦察机撞毁 美方理亏有如热锅蚂蚁, <http://www.sina.com.cn> 2001年04月02日06:45 人民网.

强我国防！卫我海疆！缅怀“海空卫士”王伟, 新华网. 2014-04-01.

南海中美飞机相撞真相, 中美南海撞机处理内幕曝光. 军情观察.

中美南海“撞机事件”真相, 中国共产党新闻网. 2010年09月09日.

环球网.81192 收到,我已无法返航,你们继续前进！中国青年网中青在线. [2017-07-23].

[Recibido el 31 de diciembre de 2018]