

## Tension on the Air: The Air Defense Identification Zones on the East China Sea

Jae Woon Lee\*

### 1. Introduction

As China declared an Air Defense Identification Zone (“ADIZ”) over the waters off its eastern seaboard on November 23, 2013, the ADIZ suddenly triggered harsh debates between States around the East China Sea (“ECS”). There is no universally accepted definition for the term under international law. The International Civil Aviation Organization (“ICAO”) just defines ADIZ in Annex 15 to the Convention on International Civil Aviation [hereinafter Chicago Convention] as follows:

Special designated airspace of defined dimensions within which aircraft are required to comply with special identification and/or reporting procedures additional to those related to the provision of air traffic services.<sup>1</sup>

About 20 States in the current world reportedly have claimed ADIZ including Japan and Korea who established their ADIZs in 1969 and 1951, respectively. However, the new Chinese ADIZ raised the tension mainly because China declared the zone without any prior notice to the countries having major interest in this region including the US, although Korean and Japanese ADIZs overlap with that of China. (Figure 1) The following are the concerns of those three States with this question.

\* Research scholar and Ph.D. candidate at the National University of Singapore. LL.M. (McGill). The author may be contacted at: jaewoon.lee2015@gmail.com

<sup>1</sup> Chicago Convention annex 15 (Aeronautical Information Services) 1.1, *in* INTERNATIONAL STANDARDS AND RECOMMENDED PRACTICES OF THE ICAO (14th ed. 2013). While the Annex 15 recognizes ADIZ, it does not require States to comply with the ADIZs of other States.