**Title (Tentative)**

**Development and Future of Regional Liberalization: Asia Focused**

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While bilateral air services agreements are still the principle instruments for establishing and regulating many aspects of international air transportation markets, regional agreements on international air transportation have started to appear. Though scope and goals vary, discussions about regional open skies agreements and regional liberalization are in progress in most parts of the world. There are at least twelve agreements for liberalization of inter-regional air transport services in operation.

Model single aviation markets that have fully emerged are EU and Australia-New Zealand SAMs. The aviation sector in Europe has been directed by the EU’s common economic policies, and therefore the EU single aviation market has been highly structured and consolidated. Australia-New Zealand single aviation market was created for the very aviation-focused liberalization through their bilateral approach.

Geographically, Asia is a very large market and the fastest growing aviation market in the world. Regional liberalization in four Asian markets; namely, ASEAN, Arab League, Northeast Asia (China, Korea and Japan), and Southern Asia led by India, are being discussed. In this paper, after looking through the progress to achieve single aviation markets, I try to foresee the future of regional liberalization in Asia.