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**A Critical Analysis of AI Governance and  
Algorithmic Accountability in Indian Aviation  
through the Lens of Autonomous Decision-  
Making and Regulatory Innovation**

**Karishma D.M.**

*LLM Student,*

*Amity Law School, Amity University, Bengaluru*

**Dr. Jyotirmoy Banerjee**

*Assistant Professor,*

*Amity Law School, Amity University, Bengaluru*

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# A Critical Analysis of AI Governance and Algorithmic Accountability in Indian Aviation through the Lens of Autonomous Decision-Making and Regulatory Innovation

## ABSTRACT

*This paper argues that Indian aviation is moving toward data-intensive and partially autonomous decision environments faster than its legal architecture is evolving, creating a governance gap between operational innovation and normative accountability. While India has sectoral aviation regulators, cybersecurity guidance, and an emerging cross-sector responsible AI and data protection discourse, these frameworks do not yet form a unified accountability regime for aviation algorithms that affect safety, security, passenger processing, and oversight. The central claim is that Indian aviation regulation remains institutionally aware of AI-enabled transformation, yet it still relies largely on fragmented instruments designed for safety management, security compliance, and general digital governance rather than for explainable, reviewable, and contestable autonomous decision-making.*

## KEYWORDS

*Artificial intelligence; Indian aviation; algorithmic accountability; autonomous decision-making; aviation cybersecurity; DGCA; BCAS; responsible AI; regulatory innovation; data protection.*

## INTRODUCTION

Artificial intelligence is steadily reshaping the global aviation ecosystem, with applications ranging from predictive maintenance and air traffic flow management to passenger screening, crew scheduling, and safety oversight<sup>1</sup>. As Indian aviation undergoes rapid expansion, these AI-driven systems increasingly mediate operational decisions that were traditionally taken by human actors such as pilots, air traffic controllers, safety regulators, and airline managers<sup>2</sup>. AI's promise of efficiency, optimisation, and real-time risk detection sits uneasily alongside concerns about opacity, bias, cyber-vulnerability, and the erosion of

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<sup>1</sup> European Union Aviation Safety Agency, Artificial Intelligence and Aviation (Mar. 25, 2024), <https://www.easa.europa.eu>.

<sup>2</sup> India Brand Equity Found., How Technology Is Transforming the Indian Aviation Industry (Dec. 29, 2025), <https://www.ibef.org>.

human oversight in safety-critical environments<sup>3</sup>. This tension makes the governance of autonomous and semi-autonomous decision-making in Indian aviation a pressing regulatory question rather than a purely technological one<sup>4</sup>.

Viewed through the lens of algorithmic accountability, the deployment of AI in aviation exposes several normative and doctrinal gaps in Indian law<sup>5</sup>. Existing sectoral frameworks—the Aircraft Act and Rules, Directorate General of Civil Aviation (DGCA) regulations, and allied technical standards—were drafted for a paradigm in which humans remain the primary locus of decision-making and responsibility<sup>6</sup>. They do not yet squarely confront scenarios where machine-learning systems influence or effectively determine safety-sensitive outcomes, such as conflict detection in air traffic management or dynamic route optimisation under adverse weather<sup>7</sup>. This raises fundamental questions: who is accountable when an AI-assisted safety system fails—the operator, the manufacturer, the software developer, or the certifying authority<sup>8</sup>? How should negligence, due diligence, and foreseeability be reconceptualised when dealing with adaptive and data-driven systems that may behave in ways not fully anticipated at design time<sup>9</sup>?

At the same time, Indian policymakers have begun articulating broader AI governance principles around transparency, fairness, explainability, and risk-based regulation<sup>10</sup>. These horizontal developments—emerging AI governance guidelines, data protection norms, cybersecurity obligations, and sector-agnostic policy articulations—provide important building blocks for a more coherent algorithmic accountability regime<sup>11</sup>. Yet they remain largely aspirational or fragmented when mapped onto the highly specialised, safety-critical, and internationally harmonised

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<sup>3</sup> EASA, Artificial Intelligence Roadmap 2.0 Published (May 9, 2023), <https://www.easa.europa.eu>.

<sup>4</sup> Alfie Fuller, *Is Artificial Intelligence Preceding Governance in Aviation?*, THINK.AERO (June 12, 2023), <https://think.aero>.

<sup>5</sup> Algorithmic Accountability for the Public Sector 7–10 (Open Gov't P'ship, 2021), <https://www.opengovpartnership.org>.

<sup>6</sup> Directorate Gen. of Civil Aviation, India, Home Page, <https://www.dgca.gov.in> (last visited June 12, 2026).

<sup>7</sup> *supra* note 1

<sup>8</sup> Best Practices for AI Governance in Aerospace 5–8 (Aerospace Indus. Ass'n, 2022), <https://www.aia-aerospace.org>.

<sup>9</sup> Towards Fair and Explainable AI in Aviation: Case Study on ..., NASA Tech. Rep. (2025), <https://ntrs.nasa.gov>.

<sup>10</sup> Press Release, MeitY, MeitY Unveils India AI Governance Guidelines under IndiaAI Mission (Nov. 19, 2025), <https://www.pib.gov.in>.

<sup>11</sup> Press Release, Press Info. Bureau, India AI Governance Guidelines Do Not Allow Unrestricted Deployment of High-Risk AI Systems (Nov. 19, 2025), <https://www.pib.gov.in>.

context of aviation<sup>12</sup>. The aviation sector also sits at the intersection of international technical standards (ICAO, EASA, FAA benchmarks), domestic constitutional guarantees (notably the right to life and personal liberty), and evolving domestic rules on data protection and cyber resilience<sup>13</sup>. This complex regulatory layering both enables and constrains innovation, creating a fertile site to examine how India can move from generic AI principles to domain-specific, enforceable standards<sup>14</sup>.

This paper argues that Indian aviation offers a particularly revealing test-bed for rethinking AI governance and algorithmic accountability around autonomous decision-making<sup>15</sup>. It critically analyses how existing aviation, technology, and data protection norms address—or fail to address—the lifecycle of AI systems deployed in safety and security functions, including design, certification, operational use, incident investigation, and post-incident liability<sup>16</sup>. In doing so, it foregrounds three interlocking themes: the redistribution of decision-making authority between humans and algorithms; the design of ex ante safeguards such as algorithmic impact assessments, certification protocols, and human-in-the-loop requirements; and the construction of ex post accountability mechanisms spanning regulatory enforcement, civil liability, and institutional learning<sup>17</sup>. By situating Indian developments within comparative and international debates, the study seeks to identify pathways for regulatory innovation that preserve safety, fundamental rights, and public trust, while still enabling responsible AI-enabled modernisation of the aviation sector<sup>18</sup>.

## LITERATURE REVIEW

Existing literature on AI in aviation may be grouped into four broad strands: technical and operational uses of AI in airlines and air traffic systems; safety and certification perspectives; emerging models of AI governance and algorithmic accountability; and India-specific work on digitalisation and regulation in aviation<sup>19</sup>. Together, these works

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<sup>12</sup> supra note 5

<sup>13</sup> Artificial Intelligence (AI) Transforming Rural India, Press Info. Bureau (Jan. 31, 2026), <https://www.pib.gov.in> (noting nationwide governance principles on fairness, accountability, and transparency).

<sup>14</sup> ICAO, Artificial Intelligence (AI) Contribution to Aviation, Working Paper A40-WP/489 (2019), <https://www.icao.int>.

<sup>15</sup> Ethical and Regulatory Considerations of AI in Airline Industry, J. Emerging Tech. & Innovative Res. (2025), <https://www.jetir.org>.

<sup>16</sup> Supra note 10

<sup>17</sup> Best Practices for AI Governance in Aerospace, supra note 8.

<sup>18</sup> EASA, Artificial Intelligence and Aviation, supra note 1; ICAO, Artificial Intelligence (AI) Contribution to Aviation, supra note 14.

<sup>19</sup> Artificial Intelligence (AI) Contribution to Aviation, Working Paper A40-WP/489,

highlight both the transformative potential of AI and the lag in domain-specific regulatory responses, especially in the Indian context<sup>20</sup>.

Several authors have examined the integration of AI into airline and airport operations, focusing on efficiency and service optimisation rather than governance<sup>21</sup>. For instance, one study titled “Smarter Skies Ahead: AI-Driven Solutions for Modern Airlines” observed how airlines deploy machine-learning tools for dynamic pricing, demand forecasting, and predictive maintenance, while only briefly noting the need for oversight over opaque decision systems<sup>22</sup>. Similarly, a case study report “How Technology Is Transforming the Indian Aviation Industry” explored biometric and AI-enabled passenger processing in Indian airports, and highlighted emerging privacy and data-protection concerns but stopped short of articulating a systematic accountability framework for these systems<sup>23</sup>. This strand underscores a gap between rapid operational adoption of AI and relatively shallow engagement with normative questions of responsibility, transparency, and rights<sup>24</sup>.

A second strand focuses on safety, certification, and the preservation of human control in AI-enabled aviation systems<sup>25</sup>. An ICAO working paper titled “Artificial Intelligence (AI) Contribution to Aviation” examined the role of AI in safety-related applications and proposed that regulators develop harmonised standards around explainability, robustness, and human-in-the-loop requirements<sup>26</sup>. The European Union Aviation Safety Agency’s programme “Artificial Intelligence and Aviation” has similarly explored how AI roadmaps, concept papers, and projects such as the Machine Learning Application Approval (MLEAP) project can shape a future Part-AI regulation for certifying AI-based systems<sup>27</sup>. Complementing these institutional perspectives, a technical study “Towards Fair and Explainable AI in Aviation: Case Study on ...” explored how explainability techniques could support fair and auditable AI decisions in operational contexts, thereby strengthening post-incident

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Int’l Org. of Civ. Avn. (ICAO) (2019), <https://www.icao.int>.

<sup>20</sup> Artificial Intelligence and Aviation, European Union Aviation Safety Agency (EASA) (Mar. 25, 2024), <https://www.easa.europa.eu>.

<sup>21</sup> Smarter Skies Ahead: AI-Driven Solutions for Modern Airlines, Int’l J. Recent Innov. Acad. Stud. (IJRIAS) (June 10, 2025), <https://rsisinternational.org>.

<sup>22</sup> Smarter Skies Ahead: AI-Driven Solutions for Modern Airlines, *supra* note 3 (observed)

<sup>23</sup> How Technology Is Transforming the Indian Aviation Industry, India Brand Equity Found. (IBEF) (Dec. 29, 2025), <https://www.ibef.org>.

<sup>24</sup> How Technology Is Transforming the Indian Aviation Industry, *supra* note 5 (explored).

<sup>25</sup> Best Practices for AI Governance in Aerospace, Aerospace Indus. Ass’n (AIA) (2022), <https://www.aia-aerospace.org>.

<sup>26</sup> Artificial Intelligence (AI) Contribution to Aviation, *supra* note 1 (examined).

<sup>27</sup> Artificial Intelligence and Aviation, *supra* note 2 (explored).

investigation and accountability<sup>28</sup>. These contributions foreground safety and certification, but they rarely analyse how such technical safeguards interact with national constitutional norms, liability regimes, or sector-specific administrative law<sup>29</sup>.

A broader governance literature has begun to articulate principles and tools for algorithmic accountability in high-risk domains<sup>30</sup>. A policy paper “Best Practices for AI Governance in Aerospace” examined governance architectures for AI in aerospace, recommending lifecycle-based risk assessment, logging, and independent auditing as mechanisms to ensure traceability of AI-mediated decisions<sup>31</sup>. Another article, “Is Artificial Intelligence Preceding Governance in Aviation?”, explored the tension between the rapid deployment of AI in aviation and slower-moving regulatory initiatives such as the EU AI Act, and argued for aviation-specific guidance and certification pathways to bridge this gap<sup>32</sup>. More generally, reports on algorithmic accountability in the public sector have researched tools such as algorithmic impact assessments, transparency registers, and complaint mechanisms, but these are only beginning to be translated into aviation-specific practice<sup>33</sup>. Collectively, this strand develops a vocabulary of accountability, yet often treats aviation as one sector among many, without delving into its distinctive safety-critical and internationalised regulatory ecosystem<sup>34</sup>.

The literature directly engaging with India is still nascent and mostly sector-agnostic<sup>35</sup>. A recent study “Ethical and Regulatory Considerations of AI in Airline Industry” examined how airlines should implement explainable AI, auditing, and human oversight to meet emerging transparency and accountability expectations, but treated India only as one illustrative jurisdiction within a broader comparative canvas<sup>36</sup>. Policy-oriented documents on AI governance in India, along with national digital and data-protection frameworks, have explored high-level principles such as proportionality, fairness, and privacy-by-design, yet they do not provide aviation-specific standards

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<sup>28</sup> Towards Fair and Explainable AI in Aviation: Case Study on ..., NASA Tech. Rep. (2025), <https://ntrs.nasa.gov>.

<sup>29</sup> Towards Fair and Explainable AI in Aviation, *supra* note 10 (explored).

<sup>30</sup> Ethical and Regulatory Considerations of AI in Airline Industry, *J. Emerging Tech. & Innovative Res. (JETIR)* (2025), <https://www.jetir.org>.

<sup>31</sup> Best Practices for AI Governance in Aerospace, *supra* note 7 (examined).

<sup>32</sup> Is Artificial Intelligence Preceding Governance in Aviation?, *THINK.AERO* (June 12, 2023), <https://think.aero>

<sup>33</sup> Is Artificial Intelligence Preceding Governance in Aviation?, *supra* note 14 (explored).

<sup>34</sup> Algorithmic Accountability for the Public Sector 7–10, *Open Gov't P'ship* (2021), <https://www.opengovpartnership.org>.

<sup>35</sup> Ethical and Regulatory Considerations of AI in Airline Industry, *supra* note 12.

<sup>36</sup> Ethical and Regulatory Considerations of AI in Airline Industry, *supra* note 12

for certifying or supervising AI systems in air traffic management, safety oversight, or biometric processing<sup>37</sup>. This creates a sharp contrast with jurisdictions where aviation regulators have already articulated AI-focused roadmaps and guidance, as seen in EASA's roadmap and related initiatives<sup>38</sup>.

### RESEARCH GAP

Across these strands, three gaps emerge. First, most technical and operational studies prioritize efficiency and innovation, only briefly acknowledging accountability or rights-based concerns. Second, safety and certification scholarship tends to remain technology-centric, without closely engaging with public law concepts such as due process, reason-giving, or non-arbitrariness in algorithmic decision-making. Third, India-focused work on AI governance and airline operations has not yet produced a sustained, doctrinally grounded analysis of how Indian aviation regulators, operators, and courts should allocate responsibility for autonomous and semi-autonomous AI decisions. The present research responds to this gap by critically examining AI governance and algorithmic accountability in Indian aviation through the lens of autonomous decision-making and regulatory innovation, integrating comparative aviation practice with Indian constitutional, administrative, and sectoral regulatory frameworks.

### AUTONOMOUS DECISION-MAKING IN INDIAN AVIATION: USES, RISKS, AND SHIFTING ROLES

This sub-topic can map how AI-enabled and autonomous decision-making is actually emerging across the Indian aviation ecosystem, and how it redistributes roles between human and machine actors<sup>39</sup>. You can discuss AI-assisted air traffic management, predictive maintenance, biometric boarding, risk-based security screening, and AI-driven operational control (such as crew rostering or dynamic slot allocation)<sup>40</sup>. The focus here is not yet on "law" but on the socio-technical configuration: where and how do algorithms start to meaningfully influence or determine outcomes that affect safety, security, or

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<sup>37</sup> MeitY Unveils India AI Governance Guidelines under India AI Mission, Press Release, Ministry of Electronics & Info. Tech. (Nov. 19, 2025), <https://www.pib.gov.in>.

<sup>38</sup> India AI Governance Guidelines Do Not Allow Unrestricted Deployment of High-Risk AI Systems, Press Release, Press Info. Bureau (Nov. 19, 2025), <https://www.pib.gov.in>.

<sup>39</sup> Artificial Intelligence (AI) Contribution to Aviation, Working Paper A40-WP/489, Int'l Org. of Civ. Avn. (ICAO) (2019), <https://www.icao.int>.

<sup>40</sup> How Technology Is Transforming the Indian Aviation Industry, India Brand Equity Found. (IBEF) (Dec. 29, 2025), <https://www.ibef.org>.

fundamental rights<sup>41</sup>?

Within this section, you can unpack the continuum from decision-support (where AI provides recommendations to human controllers or pilots) to increasingly autonomous functions (for example, traffic flow optimisation or unmanned aircraft operations with minimal human intervention)<sup>42</sup>. This allows you to surface key risks: opacity and explainability deficits; data-quality and bias; cyber-vulnerabilities; and the problem of “automation complacency” where human operators over-trust system outputs<sup>43</sup>. Conceptually, the section can use this mapping to argue that the Indian aviation system is silently transitioning from human-centric to hybrid and algorithmically mediated decision structures, without regulatory categories fully reflecting this shift<sup>44</sup>. This sub-topic therefore sets the empirical and conceptual groundwork for why AI governance and algorithmic accountability cannot be treated as abstract concerns, but as immediate design problems in real operational workflows<sup>45</sup>.

### GAPS AND TENSIONS IN THE EXISTING LEGAL AND REGULATORY FRAMEWORK

The second sub-topic can examine how India’s current legal and regulatory framework grapples with, or fails to grapple with, autonomous and AI-mediated aviation decisions<sup>46</sup>. Here you can move systematically through layers: core aviation statutes and DGCA regulations; civil aviation requirements and technical circulars; cross-cutting regimes such as data protection, cybersecurity directions, and emerging AI policy; and overarching constitutional and administrative law principles<sup>47</sup>.

Within this architecture, the sub-topic can highlight several tensions<sup>48</sup>. First, liability and fault: aviation norms assume identifiable human agents (pilots, controllers, maintenance engineers) whose negligence can

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<sup>41</sup> Artificial Intelligence and Aviation, European Union Aviation Safety Agency (EASA) (Mar. 25, 2024), <https://www.easa.europa.eu>.

<sup>42</sup> Artificial Intelligence and Aviation, *supra* note 3.

<sup>43</sup> Towards Fair and Explainable AI in Aviation: Case Study on ..., NASA Tech. Rep. (2025), <https://ntrs.nasa.gov>.

<sup>44</sup> Is Artificial Intelligence Preceding Governance in Aviation?, THINK.AERO (June 12, 2023), <https://think.aero>.

<sup>45</sup> Best Practices for AI Governance in Aerospace, Aerospace Indus. Ass’n (AIA) (2022), <https://www.aia-aerospace.org>.

<sup>46</sup> Directorate Gen. of Civil Aviation, India, Home Page, <https://www.dgca.gov.in> (last visited June 15, 2026).

<sup>47</sup> Directorate General of Civil Aviation (DGCA): Powers & Functions, PMF IAS (Feb. 22, 2026), <https://www.pmfias.com/dgca>.

<sup>48</sup> Artificial Intelligence in Civil Aviation, European Cockpit Ass’n Position Paper (Jan. 24, 2026), <https://www.eurocockpit.eu>.

be assessed ex post, whereas AI systems distribute agency across designers, data suppliers, operators, and certifiers<sup>49</sup>. Second, procedural fairness and transparency: constitutional requirements of non-arbitrariness and reason-giving sit uneasily with “black-box” models used in safety and security screening, where affected passengers or operators may not know why a system flagged them<sup>50</sup>. Third, safety certification and standard-setting: DGCA and related bodies still rely on frameworks optimised for deterministic, rule-based systems, not adaptive machine-learning models<sup>51</sup>. You can also bring out the mismatch between high-level AI ethics principles articulated in general policy documents and the absence of binding, aviation-specific obligations relating to explainability, logging, human-in-the-loop safeguards, or algorithmic impact assessments<sup>52</sup>. This sub-topic thereby frames the core governance problem as one of doctrinal and institutional lag: the legal infrastructure is keyed to an earlier technological paradigm<sup>53</sup>.

### DESIGNING REGULATORY INNOVATION AND ALGORITHMIC ACCOUNTABILITY FOR INDIAN AVIATION

The third sub-topic can turn from diagnosis to normative and institutional design, asking what regulatory innovation should look like if Indian aviation is to govern AI-driven autonomous decision-making responsibly<sup>54</sup>. This is where you can integrate comparative insights from ICAO, EASA, and other regulators, but rework them through Indian constitutional and sectoral specificities<sup>55</sup>. The sub-topic may be structured around the AI system life-cycle: design and procurement, certification and approval, deployment and real-time oversight, incident investigation, and ex post liability and learning<sup>56</sup>.

At the design stage, you could argue for mandatory algorithmic impact assessments for high-risk aviation AI uses, linked to criteria such as

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<sup>49</sup> Best Practices for AI Governance in Aerospace, Aerospace Indus. Ass’n (2022), <https://www.aia-aerospace.org>.

<sup>50</sup> Algorithmic Accountability for the Public Sector 7-10, Open Gov’t P’ship (2021), <https://www.opengovpartnership.org>.

<sup>51</sup> Faiz Ahmed Kidwai, DGCA Advances Safety Norms for Drones and eVTOLs, Econ. Times Infra. (Sept. 20, 2025), <https://infra.economictimes.indiatimes.com>.

<sup>52</sup> MeitY Report on AI Governance Guidelines Development, Indep. Directors Data Bank Newsletter (Feb. 2, 2025), <https://www.independentdirectorsdatabank.in>.

<sup>53</sup> India AI Governance Guidelines, Ministry of Electronics & Info. Tech. (MeitY) (Nov. 19, 2025), Press Info. Bureau, <https://www.pib.gov.in>.

<sup>54</sup> Artificial Intelligence and Aviation, European Union Aviation Safety Agency (EASA) (Mar. 25, 2024), <https://www.easa.europa.eu>.

<sup>55</sup> Artificial Intelligence (AI) Contribution to Aviation, Working Paper A40-WP/489, Int’l Org. of Civ. Avn. (ICAO) (2019), <https://www.icao.int>.

<sup>56</sup> Best Practices for AI Governance in Aerospace, Aerospace Indus. Ass’n (AIA) (2022), <https://www.aia-aerospace.org>.

safety-criticality, rights impact, and degree of autonomy<sup>57</sup>. During certification, regulators could require documented explainability thresholds, robustness testing, and human-in-the-loop or human-on-the-loop controls calibrated to risk level<sup>58</sup>. Operationally, logging, audit trails, and validation obligations can support both real-time supervision and post-incident reconstruction of AI-influenced decisions<sup>59</sup>. On the accountability side, the sub-topic can explore blended models: strict or presumptive liability for operators in certain high-risk deployments, fault-based responsibility for negligent design or deployment, and public law remedies where opaque algorithmic decisions affect fundamental rights<sup>60</sup>. Finally, you can propose institutional innovations such as specialised AI-aviation cells within DGCA, cross-sector AI safety committees, and participatory mechanisms that include technical experts, airlines, civil society, and passenger representatives<sup>61</sup>. This section thus sets out a positive agenda for how India can move from broad AI principles to a concrete, enforceable algorithmic accountability regime tailored to aviation<sup>62</sup>.

## CONCLUSION

AI-driven systems are already shaping important decisions in Indian aviation, from managing air traffic and predicting maintenance needs to processing passengers and screening for security risks<sup>63</sup>. Yet the laws and regulations that govern this sector still largely assume that humans, not algorithms, are making these choices<sup>64</sup>. This mismatch creates serious concerns about transparency, fairness, safety, and who is responsible when something goes wrong<sup>65</sup>. At the same time, India has strong constitutional protections, emerging AI and data-governance policies, and aviation safety standards that can be adapted to address these challenges<sup>66</sup>. The key task is to turn broad principles like reason-giving,

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<sup>57</sup> Algorithmic Accountability for the Public Sector 7–10, Open Gov't P' ship (2021), <https://www.opengovpartnership.org>.

<sup>58</sup> Artificial Intelligence in Civil Aviation, European Cockpit Ass'n Position Paper (Jan. 24, 2026), <https://www.eurocockpit.eu>.

<sup>59</sup> Towards Fair and Explainable AI in Aviation: Case Study on ..., NASA Tech. Rep. (2025), <https://ntrs.nasa.gov>.

<sup>60</sup> Supra note 3.

<sup>61</sup> Directorate Gen. of Civil Aviation, India, Home Page, <https://www.dgca.gov.in> (last visited June 15, 2026).

<sup>62</sup> India AI Governance Guidelines, Ministry of Electronics & Info. Tech. (MeitY) (Nov. 19, 2025), Press Info. Bureau, <https://www.pib.gov.in>.

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<sup>64</sup> Artificial Intelligence (AI) Contribution to Aviation, Working Paper A40-WP/489, Int'l Org. of Civ. Avn. (ICAO) (2019), <https://www.icao.int>.

<sup>65</sup> Best Practices for AI Governance in Aerospace, Aerospace Indus. Ass'n (AIA) (2022), <https://www.aia-aerospace.org>.

<sup>66</sup> MeitY Unveils India AI Governance Guidelines under IndiaAI Mission, Press

proportionality, and risk-based regulation into concrete requirements for how AI systems are designed, certified, used, logged, and reviewed in aviation<sup>67</sup>. If Indian regulators and industry actors develop clear rules on issues such as algorithmic impact assessment, human oversight, auditing, and liability for AI-related harms, Indian aviation can become a model for how to combine safety, innovation, and rights protection in a highly technical, safety-critical field<sup>68</sup>.

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<sup>67</sup> Algorithmic Accountability for the Public Sector 7–10, Open Gov't P'ship (2021), <https://www.opengovpartnership.org>.

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