Specifying Computational AI Regulation Compliance: Blueprint for a New Research Domain

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Abstract

This paper rests on the premise that AI systems and models will not be able to comply with AI regulations at the necessary speed and scale unless their compliance is enforced through algorithms that run across the life cycle of the AI, dynamically steering it towards compliance in the face of variable conditions. Despite their inevitability, the research community has yet to specify exactly how these "computational AI regulation compliance" algorithms should behave — or how we should measure their success. To fill this gap, we specify a set of design goals for such algorithms. In addition, we specify benchmarks that can be used to quantitatively measure how close they come to achieving those design goals. By delivering this blueprint, we hope to give shape to an important but uncrystallized new domain of research — and, in doing so, incite necessary investment in it.

1 Introduction

This paper rests on the provocative premise that the future of all legal compliance is computational.

As every aspect of our lives becomes digitized, even if our laws are still printed in dust-gathering tomes and stenciled on road signs, compliance with those laws will be wholly managed by the architectures of — and algorithms inside — the digital systems that suffuse our world.

The benefits of this computationally compliant future will be manifold. It will reduce the cost of compliance, removing a key barrier to entry in many markets and fostering competition [Klapper et al., 2006]. It will permit enforcement of regulations in real-time, with violations mitigated as soon as they occur — and, often, before any harm is done. What is more, by removing the potential for human error, computational compliance will also ensure *better* compliance, and a reality that hews closer to the letter of the laws that encode our societal values.

As Artificial Intelligence Regulation (AIR) takes shape worldwide [Reuters, 2023], we arge that it can (and should) represent the turning point in this evolution. "Since AI is an algorithm," argues one author, "then the method of its regulation should be the use of an algorithm comprising legal standards" [Szostek, 2021].

In this paper, we sketch a blueprint for fulfilling that vision. In particular, we specify exactly how such an algorithm — one that runs across the life cycle of an AI system, dynamically steering it towards AIR compliance in the face of variable conditions (e.g., data drift, post-deployment human feedback, changing laws, and more) — should behave. That is to say, we specify *design goals* for Computational AIR Compliance (CAIRC). What is more, we specify how we can quantitatively measure our progress towards achieving those design goals using benchmarks.

Above all, our hope is that this work brings structure and a set of lucid North Stars for future investment in this nascent but increasingly crucial field of research.

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2 Why Computational AIR Compliance Is Inevitable

In short, the expansiveness and expense of AI regulation is on a collision course with the complexity, scale, and dynamicism of AI in the modern era. In this new reality, the manual, analog compliance solutions of the past will prove unsustainable and CAIRC will emerge as the only viable path forward for AIR compliance.

As mentioned, countries across the world are moving to regulate AI [Reuters, 2023] — often with very different outcomes [Benizri et al., 2023]. If the European Union's Artificial Intelligence Act (EU AI Act) [European Union, 2024] (dubbed "the world's first comprehensive AI law" [European Parliament, 2024]) is any indication, then these regulations will have an "expansive scope" [Addey, 2023]: reaching deep into the details of AI systems and models (collectively, "AI") to dictate "complex rules"[Zulehner, 2024] around everything from their training data [European Union, 2024, Art. 10], to their performance levels [European Union, 2024, Art. 15], logging practices [European Union, 2024, Art. 12], and more. If the EU AI Act is any indication, complying with these regulations will also carry considerable expense for the regulated [Wu and Liu, 2023] — perhaps even cost-prohibitive in the case of small and -medium size enterprises and startups [Schneier and Sanders, 2023, Gikay, 2024, Wu and Liu, 2023, Government, 2023, Haataja and Bryson, 2021, Sullivan, 2024, Reuel et al., 2024b, Koh et al., 2024, Bolda, 2024, Molnar, 2024][1].

Meanwhile, on the other side of the equation is a "brave new world of AI" [Vithayathil and Nauroth, 2023] that is more complex, dynamic, scaled-up, and global than ever before. The complexity of today's AI [Zaharia et al., 2024] — as well as the development pipeline [Sadek et al., 2024] and supply chain behind it [Brown, 2023, Engler and Renda, 2022, Marino et al., 2024] — is at an all-time high. AI systems and models today often comprise dozens of datasets or other models, many externally sourced from third parties via API or community platforms like Hugging Face. [Amershi et al., 2019, Take et al., 2021, Chaudhuri et al., 2024, Renieris et al., 2023, Osborne et al., 2024, Jones et al., 2024, Ada Lovelace Institute, 2023, Liesenfeld and Dingemanse, 2024, Barclay et al., 2019]. Meanwhile, the training datasets for some models are nearing "unimaginable scale" [Coders Stop, 2025, Shen et al., 2025]; by 2028, they are expected to "approach[] the total effective stock of text in the indexed web" [Villalobos et al., 2024]. As we consider a near future where AI systems include "hundreds of agents" [Falconer, 2025], these issues could only exacerbate. Adding fuel to the fire is the fact that, "AI systems are constantly changing and evolving" [Nicenboim et al., 2022], the product of "continuous experimentation"[Martínez-Fernández et al., 2022] and "agile" software development processes that prize "rapid iteration[]" in response to changing "customer needs, technical changes, and market volatility" [Balayn and Gürses, 2024, Carlini, 2022, Xin et al., 2018, Guo et al., 2024, Piorkowski et al., 2022] — as well as "continual learning" methods [Wang et al., 2024] whereby production data is continually used to retrain and improve the AI. Last but not least, AI is increasingly marketed toward an international audience [Organization, 2024, Reuters, 2025], meaning that they must comply with the entire patchwork of AI regulations described before.

The net takeaway is that AI — either today or, at least, in the near future — may simply be too complex, dynamic, large, and global for the traditional, human-driven models of regulatory compliance [O'Reilly, 2025, Krasadakis, 2023, Marino et al., 2024, Marino, 2024, Anderljung et al., 2023, Hacker et al., 2023, Reuters, 2024, Fiazza, 2021]. Human compliance experts will be unable to handle the task of understanding whether complicated and ever-changing AI of titanic scale comply with a protean patchwork of AIR. This will leave no choice but to shift to AIR compliance methods that are as scalable and dynamic as their AI subjects — i.e., computational.

3 Deconstructing the problem

> "If you're overwhelmed by the whole, break it down into pieces" — Chuck Close [Ward, 2007]

When developing algorithms for CAIRC, what should our design goals be? And how do we quantitatively measure our progress toward them?

[1] EU AI Act compliance costs for some types of AI systems, for example, are estimated to be as high as €400,000 [Koh et al., 2024, 1872]

To help answer these questions, we find it useful to deconstruct CAIRC into two sub-problems. Specifically, we posit that any CAIRC algorithm must necessarily contain two complimentary functions, which we deem the *Inspector* and the *Mechanic*:[2]

As depicted in Fig. 1 *Inspector* will diagnose — at any given point in time and in a fully automated manner — the AIR compliance level of an AI. When it finds that the AI is not compliant with one or more AIRs, it will communicate its diagnosis to the *Mechanic*, which will endeavor to remedy the non-compliance using various automated tools, ultimately calling on the *Inspector* to re-run its audit and determine if a compliance state has been achieved (or, perhaps, restored).

In the sections that follow, we set design goals and benchmarking criteria for each of these two functions — as well as the broader CAIRC algorithm that necessarily unites and envelopes them.

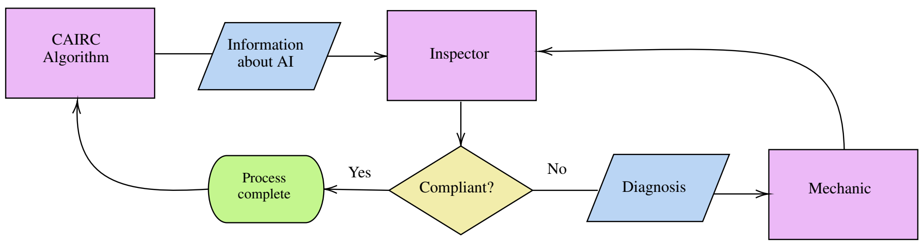

Figure 1: **CAIRC flowchart**. As a first step, the overarching CAIRC algorithm submits information about an AI to the *Inspector* (e.g., as a scheduled job). Next, the *Inspector* reaches a finding of either compliance, in which case the process is complete, or non-compliance, in which case the *Inspector* transmits its diagnosis to the *Mechanic*. Upon receiving it, the *Mechanic* uses its tools to try to repair the diagnosed compliance defect(s). When finished, it calls the *Inspector* to re-run its analysis. This loop repeats until the *Inspector* finds that compliance exists, in which case the process is complete.

4 The *Inspector*

In this section, we lay out the design criteria that, we argue, a CAIRC algorithm's *Inspector* function must satisfy. We also describe the methods of benchmarking the *Inspector*, to quantitatively measure whether those design criteria are being achieved.

4.1 Design Criteria

Our position is that an *Inspector*, in order to fulfill its function, must satisfy several key design criteria. These relate to the: (1) Input; (2) Output; (3) Function mapping input to output.

Below, we describe these in detail. Where applicable, we refer to the state of the art (SOTA) as well as open research problems that must be solved before these design criteria can realistically be satisfied.

4.1.1 Input

In order to assess the AIR compliance level of a given AI, the *Inspector* requires, as its input, information about that AI. Importantly, this information — and therefore these inputs — must satisfy the following design criteria:

Comprehensive : If an *Inspector* is to accurately and holistically assess the AIR compliance of an AI, then the information inputted into it must describe *all* aspects of the AI that bear (or could potentially bear) on that compliance. Failure to input all of the information relevant to AIR compliance carries great risk: specifically, of false positives (FP), whereby the *Inspector* incorrectly

[2]Conveniently, the *Inspector* and *Mechanic* have independent, standalone value. Even in the absence of a *Mechanic* to automatically repair the compliance defects it identifies, the *Inspector* can be used to alert human compliance assessors or human "mechanics" to defects. Conversely, the mechanic can be used to cure defects identified by humans.

labels a non-compliant AI compliant because it is not privy to the factual information indicating otherwise. Because FPs like these could lead to penalties [European Union, 2024, Art. 99] and even harm (of the sort the AIR aims to prevent), they must be avoided. And the only way to do that is to ensure the *Inspector* inputs cover *all* aspects of the AI that bear on its AIR compliance.

So, for example, information relevant to EU AI Act compliance might concern everything from an AI system's data governance practices [European Union, 2024, Art. 10] and human oversight mechanisms [European Union, 2024, Art. 14], which are the direct subjects of EU AI Act requirements. But it will also necessarily include information about that AI system's intended use, which determines the particular set of rules that apply to it [European Union, 2024, Art. 6], whether it is open source, which potentially exempts it from those rules [European Union, 2024, Art. 2]. The input to the *Inspector* must therefore include the super set of all this information — and any other information relevant to EU AI Act compliance.

Importantly, this comprehensivness must be achieved *for every AIR that the system is expected to comply with*. Given the increasingly global nature of AI, this may mean dozens of AIR for a given AI system. In these cases, the super set of information relevant to each and every AIR must be inputted into the *Inspector*. No small feat.

Attestable : Information that is relevant to an AI system's AIR compliance may go beyond information about that particular system or model, to its ingredient models, datasets, and more. The EU AI Act, for example, regulates training data [European Union, 2024, Art. 10]. In today's complex AI supply chain, this data may come from disparate sources, including non-trusted providers via API or online communities like Hugging Face [Marino et al., 2024]. In these cases, it will be crucial to verify, sometimes without direct access to the subject of the verification (i.e., through "remote attestation" [Brundage et al., 2020]) that the information about the data that is inputted into the *Inspector* is accurate [Marino, 2024, Reuel et al., 2024a]. At the moment, this type of attestation is considered an "open problem" [Reuel et al., 2024a], but various methods are being explored [Cen and Alur, 2024, South et al., 2024, Sun and Zhang, 2023, Hugging Face, 2024, Schnabl et al., 2025].

Concurrent : To achieve true CAIRC, the input must reflect the current state of the AI system (or as close to it as possible). In other words, the *Inspector* must have up-to-date knowledge of all AIR-relevant facets of the system, including dynamic facets like logs, user feedback, cybersecurity attacks, and more. Information that is outdated — even by seconds — represents a grave FP risk.

4.1.2 Output

When the *Inspector* finds that AIR compliance exists, it need not output anything other than, perhaps, a void return. In all other cases, the key design criteria for the *Inspector* output is that it provide enough information for the *Mechanic* to fulfill its role of repairing any identified compliance deficiencies and achieving or restoring compliance to the AI (i.e., is "*Mechanic*-enabling").

Among other things, this means that the *Inspector*'s cannot simply return a binary class label of "non-compliant" or, differently, a single aggregate compliance score [Guldimann et al., 2024]. At a minimum, what is required are outputs that are granular (high fidelity) enough that the *Mechanic* knows what work to begin *and where* — without, in the interests of efficiency, needing to duplicate any of the compliance assessment work done by the *Inspector*. For example, in communicating a violation of Article 10 of the EU AI Act, the *Inspector* would probably need to include, in its output, a dataset identifier along with the particular section of Article 10 that was violated.

Where an *Inspector* with deeper access to a system (e.g., individual data points in a training set) has surfaced more granular compliance violation information in performing its assessment, it may transmit this additional information (e.g., data point identifiers) to the *Mechanic*, to relieve it of the task of pinpointing the exact sources of non-compliance.[3]

[3]Note that there may often be reason to keep some aspects of the AI out of the hands of the *Inspector* — for example, if the *Inspector* is being operated by an arms-length auditor or a regulator (an arrangement would could have benefits in terms of providing an external check on the AI). In these situations, the *Inspector* may not, by design, have access to enough information about the AI to provide a granular output to the *Mechanic*.

4.1.3 Function Mapping Input to Output

The final cornerstone of the *Inspector* is some function that accurately maps its input onto its output; i.e., maps information about an AI onto a *Mechanic*-enabling AIR compliance diagnosis. The function could consist of an LLM [Sovrano et al., 2025, Makovec et al., 2024], rule-based algorithm [Marino et al., 2024], evaluation suites that run on AI assets [Sovrano and Vitali, 2023, Walke et al., 2023, Nolte et al., 2024, Bueno Momcilovic et al., 2024, Esiobu et al., 2023, Qin et al., 2023, Lin et al., 2022, Parrish et al., 2022, Guldimann et al., 2024, Chen et al., 2024], combinations of these, or anything else. The literature features a growing number of functions that perform some type of AIR compliance assessment task, though some are limited in scope (e.g., to portions of the EU AI Act) and not always public [Hugging Face, 2023, Future of Life Institute, 2023, trail, 2024, AI, 2024, Guldimann et al., 2024].

Regardless of this mapping function's exact contents, it must accurately map input onto outputs; i.e., map information about AI systems and models onto compliance predictions. Because FPs (findings of compliance when an AI is, in fact, non-compliant) are especially costly, it must have a low FP rate; i.e., high precision.

4.2 Benchmark

To quantitatively measure our progress toward these design goals, we need to be able to benchmark the ability of proposed *Inspector* algorithms to successfully predict the AIR compliance level of a given AI system at a given point in time, in light of one or more AIR. A benchmark dataset that would fill this gap might consist of whole *Inspector* inputs — i.e., sets of information about AI systems, satisfying our input design criteria above — labeled by ground truth outputs — i.e., compliance diagnoses. Such a benchmark could be used to evaluate the accuracy with which candidate *Inspector* algorithms can predict the ground truth, as well as the speed and cost with which they do it (if it compares to the speed of manual compliance analyses, then this undermines the idea, put for in Sec. 1, that CAIRC is inevitable).[4]

Notably, despite growing interest in developing algorithms that, like our *Inspector*, automatically assess the AIR compliance of an AI (or, at least, aspects of it) [Sovrano et al., 2025, Makovec et al., 2024], no benchmark dataset for measuring the performance of these algorithms currently exists in the literature.

5 The *Mechanic*

In this section, we lay out design criteria for the *Mechanic* function. We also describe a method for benchmarking the *Mechanic*, to quantitatively measure whether those design criteria are being achieved.

5.1 Design Criteria

Our position is that a *Mechanic*, in order to fulfill its function, must satisfy several key design criteria. These relate to the: (1) Input; (2) Output; (3) Repair algorithm.

Below, we describe these in more detail. Where applicable, we refer to the SOTA as well as any open research problems that must be solved before these design criteria can realistically be satisfied.

5.1.1 Input

The *Mechanic* must accept, as its input, the output of the *Inspector* (whose design criteria were described in Sec. 4.1.1). As previously discussed, the granularity of this input may influence the scope of the *Mechanic*'s internal algorithm or program (covered in 5.1.3).

[4] The challenge of creating the ground truth for such a benchmark should not be underestimated. Compliance, it has been said, is "hard to measure" and "not binary" [Wu and van Rooij, 2021]. In creating ground truth, it will be important to account for "grey areas."

5.1.2 Output

The *Mechanic* (or, more specifically, the *Mechanic* tools described below) are tasked with making repairs directly to the AI. This includes making changes to the AI's assets: its code, data, models, documentation, and more. On one hand, the output of the *Mechanic* is these altered assets. More concretely, the *Mechanic* should also output a signal (e.g., a void function return) that indicates that its work, from its point of view, is complete. Upon receiving this signal, the algorithm that encompasses the *Mechanic* and the *Inspector* can call on the *Inspector* to check the *Mechanic*'s work (i.e., to verify whether compliance has in fact been achieved).

5.1.3 Repair algorithm

What lies between the input and the output of the *Mechanic* is a repair algorithm or program that must accomplish a few key tasks:

Pinpoint the non-compliance (optional) : Depending on the particular AIR violation as well as the granularity of the *Inspector* output, the *Mechanic* may need to do some additional legwork to pinpoint the exact source of the non-compliance (e.g., identify the data points deemed to be causing unmitigated data poisoning in violation of European Union [2024, Art. 15]). Put differently, where the outputs of the *Inspector* are sparse, the *Mechanic* must have the ability to discretely scan the AI or otherwise map high-level compliance violation descriptions onto the atomic components of the system that must be repaired.

Select the tool(s) to repair the non-compliance We define the *Mechanic*'s tools as those functions that the *Mechanic* will use to execute repairs to the AI's sources of non-compliance and bring the AI back to a compliant state.[5] Here, for example, is a non-complete list of sample tools a *Mechanic* might want to have at its disposal in order to repair various AIR deficiencies:

- Where non-compliance stems from biased (and unmitigated) outputs of a generative AI model, the *Mechanic* may leverage a machine unlearning tool [Cao and Yang, 2015, Hine et al., 2024, Xu et al., 2024, Marino et al., 2025], a model editing [Gupta et al., 2024] tool, or a [Qi et al., 2023] tool, to try to suppress the biased outputs without the need for full retraining of the model.
- Where non-compliance stems from model inaccuracy [European Union, 2024, Art. 15], the *Mechanic* may leverage tools for improving accuracy by acquiring (and then re-training on) more or better data from new sources; this, in turn, may require the ability to generate synthetic data [Bauer et al., 2024] or buy it on data marketplaces, label, filter, or other prepare that data for training, and, lastly, retrain and evaluate the model.
- Where non-compliance stems from model leakage of personal data in the training set [European Union, 2024, Art. 14], the *Mechanic* may require access to a differential privacy tool [Bauer et al., 2024, Marino et al., 2025]) that it can apply before retraining in order to mitigate the risk of leakage in the model;

These tools must have the ability to edit the AI system: e.g., filter training sets, retrain models, and more. The *Mechanic*, meanwhile, must possess the ability to map *Inspector* outputs onto the right tools (e.g., through rule-based methods or through embedding-driven mappings like the ones that LLMs use to call tools [Microsoft, 2024]) and to navigate trade-offs between different tool options based on things like cost, latency, and ability to cure the particular defect at hand.

There is work to be done mapping out the full spectrum of tools required by the *Mechanic* to bring the AI system, under any scenario, back to a compliant state. Importantly, to achieve true CAIRC, the *Mechanic* algorithm must have access to a set of tools that, working together, can solve any arbitrary AIR compliance deficiency. At the outset, we should highlight the fact that we do not believe this full set of tools exist yet in the SOTA. In particular, we can assume that no tools yet exist wherever, in the

[5] Tools is a popular term in the world of AI agents, where it refers to those utilities that help connect an LLM to external resources like internet browsers [Wiesinger et al., 2025, Ruan et al., 2023, Woodside and Toner, 2024], and it re-use here is not purely coincidental. It is not hard to imagine an agentic implementation of CAIRC where the *Inspector* and *Mechanic* are subagents and the *Mechanic*'s tools are agentic tools (or other subagents).

eyes of scholars, AIR calls for "technical capabilities or engineering solutions that do not currently exist" [Guha et al., 2023] or otherwise "rest on open issues in computer science" [Fiazza, 2021], including around transparency [Guha et al.], human oversight [Ebers et al., 2021], data quality [Ebers et al., 2021, Heikkilä, 2022, Microsoft, 2021, Fiazza, 2021, Microsoft, 2021, e Silva, 2024], and the robustness, explainability, and security of models [Fiazza, 2021, Guha et al., Heikkilä, 2022, Marino, 2024, Morley et al., 2020, Marino, 2024].

Orchestrate and manage the execution of those tools, through to some predicted state of completion Once it has selected the specific tool(s) that it will use to address the non-compliance, the *Mechanic* must orchestrate and manage the use of those tools to cure the particular deficiency. This includes the ability to monitor the progress and efficacy of these orchestrated tools – i.e., as well as make a preliminary prediction about whether the tool has resolved the non-compliance.

5.2 Benchmark

To quantitatively measure our progress toward these design goals, we need to be able to benchmark the ability of proposed *Mechanic* algorithms to effectively repair AIR compliance defects in an AI. A benchmark dataset would help. Such a benchmark dataset might consist of AI systems or models that are non-compliant with one or more AIR, ideally in different ways. The full suite of assets comprising each AI would be included in the dataset: that is to say, their complete training and evaluation datasets, their model weights, and their training, evaluation, and deployment code (i.e., full "snapshots"). In addition, each AI would be labeled with, essentially, an *Inspector* output (or other report card) that includes a diagnosis of the particular compliance issue. *Mechanic* algorithms should be fed the label and asked to operate on the AIs assets in order to repair the diagnosed compliance defect. Optionally, it could also be given the ability to call the an *Inspector* to evaluate its repairs. *Mechanic* algorithms could be evaluated for their success rate in being able to achieve a compliant state, as graded by the *Inspector* — as well as the number of calls to *Inspector* required to get there and the speed or computational cost in doing so.[6]

6 Connecting the *Inspector* and *Mechanic* in a Closed-loop System

The *Inspector* and *Mechanic* should ultimately be connected and encompassed in a single, unified system for CAIRC. This closed-loop system will need to manage the following:

1. Run the *Inspector* routinely, perhaps as a scheduled job and ideally with enough frequency that AIR violations are detected and eliminated before harm is caused.
2. Route non-void *Inspector* outputs (i.e., findings of non-compliance) to the *Mechanic*;
3. When the *Mechanic* returns, re-run the *Inspector*;
4. Repeat this loop until the *Inspector* returns void (indicating compliance has been restored);
5. Optionally, if any changes made by the *Mechanic* have been made in a staging environment, push them to production;
6. Resume running the *Inspector* routinely, perhaps on a scheduled job.

It is important to note that this unified system could, in theory, be split across multiple organizations. For example, the *Inspector* and *Mechanic* could be owned by different entities; e.g., the *Mechanic* could be owned by an AI developer while the *Inspector* could belong to an auditing company or even law enforcement. This would permit an external check on the compliance levels of the AI — without given external entities access to certain parts of the AI system.

The overarching algorithm must also have the ability to detect an endless loop between the *Mechanic* and the *Inspector*, possibly triggering more severe mitigations, such as a pause of the AI system.

[6]Note that measuring speed and cost is important because it not only helps us compare *Mechanic* algorithms, but helps us compare *Mechanic* algorithms with human-driven compliance protocols. This might, in turn, support the hypothesis, put forth in Sec. 1, that CAIRC can lower costs compared to human-driven compliance efforts.

6.1 Benchmark

Although benchmarking the *Inspector* and *Mechanic* algorithms independently is valuable, it will also be important to benchmark the close-loop CAIRC system that envelopes them. This will help us test the way they behave together, including how often they enter an endless loop and, working together, fail to cure a given AIR compliance deficiency. A benchmark dataset for testing the complete CAIRC system might consist, like the *Inspector* benchmark, of whole *Inspector* inputs — i.e., sets of information about AI systems, satisfying our input design criteria above — labeled by ground truth outputs — i.e., compliance diagnoses. After the CAIRC has run its course, and the *Mechanic* has made its changes to the AI, a SOTA LLM that has already proven to be effective at the *Inspector* task could be used, as a model-as-judge [Gu et al., 2025] to assess the AIR compliance level of the adjusted system. Separately, the rate of failures (where the the *Inspector* and *Mechanic* get caught in an endless loop) could be tracked.

7 Challenges

Computationality aside, AIR compliance is haunted by existential questions about its technical feasibility and measurability [Guha et al., 2024]. Critics argue that compliance with the EU AI Act, for example, rests on a number of open problems around explainability, human oversight, cybersecurity, and more [Guha et al., 2023, Fiazza, 2021, Guha et al., Ebers et al., 2021, Heikkilä, 2022, Microsoft, 2021, Fiazza, 2021, Microsoft, 2021, e Silva, 2024, Heikkilä, 2022, Marino, 2024, Morley et al., 2020, Marino, 2024]. Differently, it has been said that EU AI Act compliance will be difficult or even impossible to measure [Almada and Petit, 2023] due to a lack of agreed-upon benchmarks for core concepts like bias [Committee on Standards in Public Life, 2020, Buyl and Bie, 2024, Dulka, 2023, Gornet, 2024] and interpretability [Guha et al., Hutson, 2023]. With LLMs in particular it has been said that it is "impossible to demonstrate compliance with a given regulatory specification" [Judge et al., 2024, Saeed and Omlin, 2023, Lee et al., 2024]. These critiques foreshadow potential hurdles en route to CAIRC, of course, because if researchers have not yet figure out how to measure or execute compliance in certain AIR scenarios, how can we expect our *Inspector* and *Mechanic* to do so?

As a separate matter, when it comes to compliance, there are those that hold the viewpoint that "[h]uman oversight, nuanced judgment, ethical considerations, and strategic thinking cannot, and should not, be outsourced entirely to algorithms" [—, 2025]. This may stem from the notion that compliance, general, is "hard to measure" and "not binary" [Wu and van Rooij, 2021]. Needless to say, making AIR compliance computational (and especially benchmarking it) requires the opposite view: that compliance can successfully be encoded in digital systems that must make, in some cases, binary predictions — with their performance quantitatively measured using objective ground truth. If and when "grey areas" emerge in the application of AIR, this threatens the value and viability of CAIRC. Accordingly, it is a risk worth watching closing as we develop these algorithms.

8 Conclusion

Legal compliance, we argue, will ultimately be governed not by human oversight but by algorithms operating within digital systems — making it inherently computational. AI regulation (AIR) presents a timely opening to begin that transition. To move the field forward, we propose a set of design principles to steer the development of computational AIR compliance algorithms and, additionally, introduce benchmarks to quantitatively measure how faithfully those algorithms meet the design principles. Our intention in laying out this framework is to help crystallize a research area that is still being formed, while also sparking additional research investment in it.

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