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## ARTIFICIAL INTELLIGENCE IN AIR TRANSPORT SACBO CONFERENCE ON THE 25TH ANNIVERSARY OF LEGISLATIVE DECREE 231 ON CORPORATE COMPLIANCE AND BUSINESS ETHICS

The use and applications based on Artificial Intelligence have become the subject of analysis and evaluation provided for by Legislative Decree 231, the Organizational, Management and Control Model in the civil aviation sector and a fundamental point of reference for airport management companies, airlines and handling companies. SACBO dedicated a conference to the new challenges of Artificial Intelligence, between law and liability, which took place at the Centro Congressi Giovanni XXIII in Bergamo, enabling a comparison of perspectives and potential risks of AI in air transport, with reference to its proper and regulated use, safety and digitalization processes at organizational and operational level.

*“Twenty-five years after the enactment of Legislative Decree 231 (June 8, 2001), control activities aimed at preventing and combating every form of rule violation must deal with the risks connected to the improper use of a tool such as Artificial Intelligence – underlined **Giovanni Sanga** in his opening speech – The challenge we are now involved in is the ability to set the keys of Artificial Intelligence in such a way that it does not produce interference with the lawfulness of the prescribed way of operating. We know that it offers countless advantages, positively accelerating a series of procedures, improving the safety of operations, providing us with answers with rapid processing times. However, we must be aware of the dangers and be prepared to prevent them, before facing them. And it is interesting to see how experts in law and computer science combine their knowledge in the different profiles governing the functioning of an articulated and complex machine such as air transport.”*

During the conference, the need to proceed with the mapping and detailed analysis of Artificial Intelligence systems implemented in the various airport functions was highlighted, and it emerged how fundamental the development of the skills of the corporate population is in order to consciously govern systems based on Artificial Intelligence. In this scenario, the Supervisory Body is the custodian of the ethical principles governing the use of Artificial Intelligence systems.

*“In a constantly evolving reality, technology is an indispensable tool that transforms the way the airport is experienced and used – added Giovanni Sanga – But we must be aware that the legal nature must guide the exercise of control and ensure that every innovation tool, such as Artificial Intelligence, reflects the purpose that suggests its introduction and use in management and operational processes.”*

The conference proceedings, moderated by **Roberto Magri**, featured speeches by: **Stefano Coniglio**, on “How machines began to speak: evolution, potential and risks of modern AI”; **Benedetta Galgani**,



on “System 231 and AI: between new dangers and interesting perspectives”; **Silvia Bonfanti** on “Application of AI in air transport”; **Francesca Cerea**, on “Automation, AI and air traffic safety: profiles of civil liability”; **Ilaria Genuessi**, on “Public contracts between digitalization, artificial intelligence and organizational models for corruption prevention”; **Davide Gabrielli** and **Dario Ricco**, respectively Operational Innovation Manager and HR Industrial Relations Manager at SACBO, on “AI: new routes between law, technology and organization”.

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