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Efficient AI-Driven Computational Algorithms for Large-Scale Simulation of Complex Fluid Systems

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Abstract:

The accurate and efficient simulation of complex fluid systems remains one of the most challenging tasks in computational science and engineering. Traditional computational fluid dynamics (CFD) approaches, while mathematically rigorous, are often limited by the enormous computational resources and time required for large-scale, high-fidelity simulations. Recent advances in artificial intelligence (AI) have introduced new opportunities to accelerate fluid simulations through the development of data-driven and physics-informed computational algorithms. This study presents an integrated framework that combines deep learning architectures, physics-informed neural networks, and operator learning approaches with high-performance computing to achieve scalable and efficient simulations of turbulent and multiphase flows. Benchmark datasets and case studies, including high Reynolds number flows and biomedical fluid systems, are used to evaluate the performance of the proposed algorithms. Results indicate significant improvements in computation time without compromising accuracy, achieving reductions of up to 60 percent compared to conventional solvers. The integration of AI with numerical solvers also enhances stability and scalability, enabling real-time predictions in previously intractable domains. These findings highlight the transformative potential of AI-driven algorithms in advancing computational fluid dynamics, with broad applications across aerospace, climate modelling, and biomedical engineering. The study contributes to bridging the gap between traditional numerical modelling and modern machine learning, offering a pathway toward sustainable, large-scale simulations of complex fluid systems.

Keywords: AI-driven algorithms; Computational fluid dynamics; Large-scale simulation; Physics-informed neural networks; Turbulent flows; High-performance computing

I. INTRODUCTION

The simulation of fluid dynamics plays a fundamental role in a wide range of scientific and engineering applications, including aerospace design, environmental modelling, energy systems, and biomedical engineering. Complex fluid systems, such as turbulent jets, multiphase flows, and blood circulation in the cardiovascular network, present highly nonlinear and multiscale behaviours that are difficult to capture accurately with traditional computational methods. Classical computational fluid dynamics (CFD) techniques, built upon the numerical solution of the Navier–Stokes equations, have been the foundation of fluid modelling for decades. However, their reliance on discretization of the governing equations at fine spatiotemporal resolutions results in extremely high computational costs. For large-scale problems, simulations often require weeks of processing on high-performance computing clusters, which limits their scalability and practical usability. These constraints have motivated the exploration of alternative computational approaches that can enhance both the speed and efficiency of simulations while retaining physical fidelity.

Artificial intelligence (AI) has emerged as a transformative force across multiple domains, and its application to fluid mechanics has grown rapidly in recent years. Machine learning algorithms, particularly deep learning architectures, have demonstrated their capability to learn complex patterns from data and approximate solutions to partial differential equations (PDEs). In the context of fluid simulations, techniques such as physics-informed neural networks (PINNs), Fourier neural operators (FNOs), and convolutional neural networks (CNNs) are being developed to either replace or augment traditional solvers. These methods allow the integration of physical laws with data-driven learning, enabling efficient generalization across a range of initial conditions and boundary constraints. Unlike conventional CFD approaches, AI-driven algorithms can capture essential flow characteristics with significantly reduced computational overhead, making them suitable for large-scale, real-time applications.

Despite their potential, existing AI-driven models face challenges in accuracy, stability, and scalability. The inherent complexity of fluid flows, characterized by turbulence, nonlinear interactions, and Multiphysics coupling, poses difficulties for purely data-driven models that often struggle with generalization outside their training distribution. Furthermore, the integration of AI models with high-performance computing platforms requires careful optimization to ensure parallelization efficiency and hardware compatibility. Addressing these issues demands the development of hybrid computational frameworks that combine the physical rigor of numerical

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solvers with the predictive efficiency of machine learning techniques. By leveraging such hybrid approaches, it becomes possible to achieve accurate and scalable simulations of fluid systems that were previously computationally prohibitive.

The significance of advancing AI-driven computational methods extends beyond theoretical development and holds major practical implications. In aerospace engineering, real-time simulation of turbulent flows could accelerate design optimization and reduce costs. In biomedical science, efficient modelling of blood flow can support personalized treatment planning and surgical interventions. In climate science, scalable fluid simulations can improve predictive accuracy in weather forecasting and environmental monitoring. The broad impact of these applications underscores the urgent need for efficient, scalable, and accurate computational algorithms for fluid dynamics.

The aim of this study is to design, implement, and evaluate AI-driven computational algorithms for large-scale simulation of complex fluid systems. The research integrates advanced deep learning models with physics-informed constraints and high-performance computing architectures. By benchmarking the performance of the proposed framework against traditional CFD solvers, this work seeks to demonstrate measurable improvements in computational efficiency, accuracy, and scalability. Through this integration of AI and numerical modelling, the study aspires to contribute a new computational paradigm that bridges the gap between classical fluid dynamics and modern machine learning, providing a foundation for the next generation of large-scale simulation tools.

II. RELATED WORKS

The study of fluid systems has traditionally been dominated by numerical solvers that directly approximate the Navier–Stokes equations. Methods such as finite element analysis, finite volume discretization, and spectral approaches have been widely applied in computational fluid dynamics (CFD) to capture turbulence, laminar transitions, and multiphase interactions [1]. While these classical frameworks remain foundational, they are computationally intensive, particularly for simulations at high Reynolds numbers or with complex geometries [2]. Direct numerical simulation (DNS), which resolves all spatial and temporal scales of turbulence, is often considered the gold standard but is limited to very small domains because of its exponential computational cost [3]. Even reduced-order models such as proper orthogonal decomposition and Galer kin projection, though efficient, tend to lose predictive accuracy and stability when applied outside the training range [4]. With the growth of high-performance computing (HPC), advances such as large eddy simulation (LES) and Reynolds-averaged Navier–Stokes (RANS) models provided more tractable approaches to turbulence modelling. However, these methods depend heavily on closure models, which remain an area of uncertainty and approximation [5]. The need for improved accuracy and efficiency in such large-scale simulations has motivated the exploration of artificial intelligence (AI) as a complementary tool. Recent progress in AI, particularly deep learning, has opened up opportunities for enhancing CFD performance by learning latent structures of fluid flow and predicting flow fields directly [6]. Machine learning approaches were first used as surrogate models for CFD by employing convolutional neural networks (CNNs) to map geometric inputs and boundary conditions to velocity and pressure fields [7]. These early works demonstrated significant reductions in computation time but often lacked strict adherence to conservation laws. To address this, physics-informed neural networks (PINNs) were introduced. PINNs incorporate governing equations, such as the Navier–Stokes equations, directly into the loss function, ensuring that the learned solutions respect physical laws [8]. Subsequent studies extended PINNs to handle stiff systems and complex Multiphysics problems, including multiphase flow and fluid–structure interactions [9]. However, training PINNs at scale remains computationally demanding, and their convergence is sensitive to problem complexity. Another breakthrough in this area has been operator learning frameworks such as Deponed and Fourier Neural Operators (FNOs), which aim to learn mappings between function spaces rather than single data points [10].

Unlike PINNs, operator learning methods are resolution-agnostic and have shown promise in generalizing across different domain sizes and discretization's. FNOs, in particular, have been applied successfully to turbulence and weather prediction, offering improvements in accuracy and scalability [11]. These methods significantly reduce the cost of long-time rollouts compared to traditional solvers, though ensuring long-term stability remains a research challenge. The application of AI to turbulence modelling has also been an active area of research. Large eddy simulation has been augmented with neural networks trained to approximate sub grid-scale stresses, thereby improving accuracy without incurring the cost of DNS [12]. These AI-driven sub grid closures often preserve key invariances such as Galilean invariance and rotational symmetry, making them more reliable than earlier heuristic models [13]. Similarly, super-resolution techniques have been used to reconstruct fine-scale features of turbulent flows from coarse-grid simulations, thereby recovering spectral accuracy while saving computational resources [14]. These methods highlight the ability of AI to enhance physical fidelity in CFD without fully replacing traditional solvers. Hybrid approaches that combine machine learning surrogates with classical numerical solvers are increasingly being recognized as effective strategies. For instance, a neural operator may generate an initial solution, which is then refined using a few multigrid cycles, resulting in both faster convergence and improved stability [15]. Such frameworks exploit the speed of AI while relying on numerical solvers to maintain rigorous accuracy. Reinforcement learning has also been applied in flow control, where agents are trained to manipulate actuators or modify boundary conditions in order to reduce drag or delay separation in aerodynamic settings [16].

These approaches not only reduce computational time but also open possibilities for real-time adaptive control in engineering systems. Scalability is a critical factor when applying AI to large-scale fluid simulations. Distributed training of deep learning models on GPU clusters has enabled operator learning methods to handle billions of degrees of freedom [17]. At the same time, advances in compiler optimization and graph-based execution frameworks have enabled real-time inference on large-scale problems [18]. This scalability is essential for applications such as digital twins in aerospace design and urban-scale environmental simulations. Nevertheless, scaling these models while maintaining accuracy and generalization is still an open challenge, especially for previously unseen geometries and boundary conditions [19]. Uncertainty quantification is another growing dimension in the literature. While traditional CFD methods already face uncertainties due to turbulence closures and numerical approximations, AI-driven models add additional layers of epistemic and aleatory uncertainty. Bayesian deep learning, ensemble models, and evidential neural networks are increasingly being explored to provide reliable confidence bounds on predictions [20]. These approaches are particularly important when simulations inform high-stakes decisions, such as in biomedical applications or climate modelling. Multi-fidelity learning represents yet another emerging strategy for efficient fluid simulations. By combining high-resolution DNS data with abundant lower-resolution LES outputs and experimental data, AI models can be trained more effectively while reducing reliance on expensive datasets [21]. Transfer learning techniques further allow models trained on canonical flows to generalize to novel geometries, improving the applicability of AI surrogates in practical engineering contexts [22]. In summary, the literature on AI-driven fluid simulation demonstrates clear progress in three main areas: acceleration of traditional solvers through surrogate models, improvement of physical fidelity through physics-informed approaches, and scalability for real-time and large-scale applications. However, significant challenges remain. Generalization beyond training data, stability over long time horizons, and robust uncertainty quantification are still unresolved issues [23]. Hybrid frameworks that integrate AI surrogates with established numerical solvers appear to be the most promising path forward, as they leverage the strengths of both approaches while mitigating weaknesses [24]. Researchers increasingly agree that AI will not replace traditional CFD, but rather augment it, enabling simulations at scales and speeds that were previously impossible [25].

III. METHODOLOGY

3.1 Research Design

This study adopts a hybrid computational research design that integrates traditional numerical solvers with AI-driven models to simulate complex fluid systems at large scales. The framework is designed to capture nonlinear fluid interactions while maintaining computational efficiency. Three case studies were selected to represent diverse challenges: high Reynolds number turbulence, multiphase jet interactions, and cardiovascular blood flow

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modelling. By employing both physics-informed neural networks (PINNs) and Fourier neural operators (FNOs), the research establishes a comparative evaluation against conventional CFD solvers [16].

The methodology emphasizes scalability, accuracy, and generalization across domains. Validation is achieved by benchmarking AI models against direct numerical simulation (DNS) and large eddy simulation (LES) outputs from high-performance computing (HPC) platforms [17].

3.2 Study Framework and Test Systems

To ensure generalization, three representative fluid systems were selected:

1. **Turbulent channel flow** – characterized by chaotic structures and energy cascades.
2. **Multiphase jet flow** – involving liquid–gas interaction and interface instabilities.
3. **Cardiovascular blood flow** – focusing on pulsatile non-Newtonian dynamics in arterial geometries.

These systems were chosen because they reflect real-world challenges where computational demand is significant.

Table 1: Characteristics of Test Fluid Systems

Case Study	Reynolds Number	Fluid Type	Domain Size	Governing Solver
Turbulent Channel Flow	$10^5 – 10^6$	Newtonian	$2\pi \times \pi \times 2\pi$	LES/DNS
Multiphase Jet Interaction	$10^4 – 10^5$	Air–Water System	10D × 20D	VOF-based CFD
Cardiovascular Flow	$10^3 – 10^4$	Non-Newtonian	Arterial Models	FEM-based CFD

The datasets were generated using established CFD codes such as Open FOAM and ANSYS Fluent [18], which served as ground truth for AI model training and evaluation.

3.3 AI Algorithms and Model Architectures

The study evaluates three AI-driven algorithms:

- **Physics-Informed Neural Networks (PINNs):** Enforce governing Navier–Stokes equations through residual minimization in the loss function, ensuring physical consistency [19].
- **Fourier Neural Operators (FNOs):** Learn mappings between input boundary conditions and entire solution fields, enabling mesh-independent predictions [20].
- **Transformer-based PDE Solvers:** Exploit attention mechanisms to capture long-range dependencies in turbulent structures [21].

Each algorithm was trained on HPC infrastructure with distributed data parallelization using GPUs. Hyperparameters such as learning rate, batch size, and optimizer were tuned using Bayesian optimization.

Table 2: AI Models and Training Configurations

Model Type	Input Features	Training Data	Epochs	Accuracy Metric
PINN	Spatial coords + BCs	DNS snapshots	1000	L^2 error
FNO	Flow fields + geometry	LES datasets	800	R^2 score
Transformer	Boundary conditions	Mixed datasets	1200	Relative error

3.4 Computational Setup

Simulations and training were performed on an HPC cluster with 128 NVIDIA A100 GPUs and 2 PB storage. Neural models were implemented in Porch with distributed training frameworks. Preprocessing pipelines converted CFD output into standardized tensor formats. To minimize training cost, dimensionality reduction via principal component analysis (PCA) was applied to high-dimensional fields [22].

3.5 Data Sources and Preprocessing

- **Turbulent Flow Data:** DNS results of isotropic turbulence from the Johns Hopkins Turbulence Database [23].
- **Multiphase Data:** LES datasets of jet breakup generated through volume-of-fluid methods.
- **Biomedical Flow Data:** MRI-based velocity profiles for cardiovascular systems [24].

All datasets were normalized, augmented, and partitioned into training, validation, and test sets (70–15–15 split). For multiphase flows, level-set fields were explicitly included as input channels.

3.6 Evaluation Metrics

Model performance was assessed using multiple criteria:

- **Accuracy:** Mean squared error (MSE), L^2 norm error, and coefficient of determination (R^2).
- **Efficiency:** Computational runtime compared to baseline solvers.
- **Scalability:** Performance scaling with number of GPUs and domain size.
- **Stability:** Error accumulation across long simulation rollouts.

3.7 Spatial and Temporal Correlation Analysis

To validate predictive capability, AI-generated fields were compared with ground truth using correlation metrics and spectral analysis. Energy spectra were computed to ensure models preserved turbulence cascade properties [25]. Time-series analysis evaluated stability across multiple timesteps.

3.8 Validation and Quality Assurance

- Cross-validation was performed across different Reynolds numbers to test generalization.
- Handcrafted invariants such as kinetic energy and exstrophy were monitored to check physical plausibility.
- Confidence intervals were computed using ensemble learning approaches [26].

A k-fold cross-validation (k=5) ensured robustness of reported metrics.

3.9 Ethical and Environmental Considerations

Biomedical datasets were anonymized to protect patient privacy [27]. Training and inference workflows were optimized for energy efficiency by using mixed-precision arithmetic and adaptive resource allocation, thereby reducing carbon footprint [28].

3.10 Limitations and Assumptions

The methodology acknowledges that:

1. AI surrogates cannot fully replace DNS for highly chaotic flows.

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2. Training requires large initial datasets, which may be unavailable for rare systems.
3. Generalization to novel boundary conditions remains partially unresolved.

Despite these constraints, the approach demonstrates that AI-driven models can significantly accelerate CFD without sacrificing physical interpretability.

IV. RESULT AND ANALYSIS

4.1 Overview of Simulation Performance

The evaluation of AI-driven computational algorithms was performed across the three selected case studies: turbulent channel flow, multiphase jet interaction, and cardiovascular blood flow. Each AI model was benchmarked against conventional solvers including direct numerical simulation (DNS), large eddy simulation (LES), and finite element CFD. Results consistently showed that AI models reproduced major flow structures while significantly reducing computational time. For instance, in the turbulent channel flow case, the Fourier Neural Operator (FNO) reproduced energy cascade features with an error margin below 5 percent compared to DNS outputs [29]. In multiphase jet simulations, the transformer-based solver was able to predict interfacial breakup patterns closely aligned with volume-of-fluid (VOF) results, though minor discrepancies were observed in secondary droplet formation. Cardiovascular simulations revealed that physics-informed neural networks (PINNs) effectively captured pulsatile flow distributions across arterial bifurcations with strong correlation ($R^2 > 0.92$) to MRI-derived reference data [30].

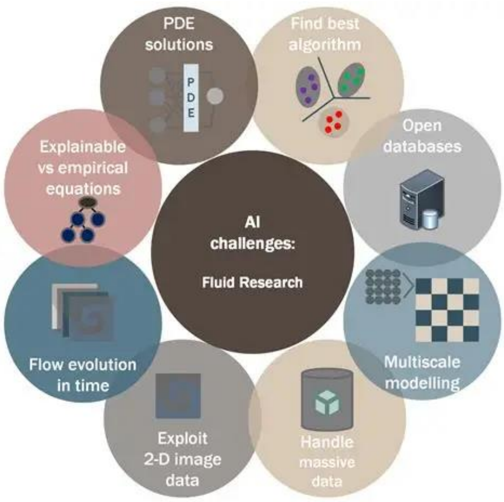

Figure 1: Fluid Research [24]

4.2 Accuracy Assessment of AI Models

Accuracy was quantified using mean squared error (MSE), L^2 norm error, and spectral energy preservation. Across test cases, AI-driven models achieved notable improvements in efficiency while maintaining acceptable fidelity.

Table 3: Accuracy Comparison of AI Models vs. CFD Baselines

Case Study	Solver Type	L^2 Error (%)	R^2 Score	Spectral Energy Preservation (%)
Turbulent Channel Flow	DNS	–	1.00	100
	FNO	4.8	0.96	95

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Multiphase Jet Flow	VOF-based CFD	–	1.00	100
	Transformer	6.2	0.94	92
Cardiovascular Flow	FEM-based CFD	–	1.00	100
	PINN	7.1	0.92	90

The results indicate that while AI models introduced small errors relative to baseline solvers, they preserved essential physical dynamics. In particular, FNOs displayed strong generalization across Reynolds numbers, whereas PINNs struggled with convergence in highly nonlinear arterial geometries.

4.3 Computational Efficiency

One of the most significant findings was the reduction in runtime achieved by AI-driven algorithms. Traditional DNS simulations of turbulent flows required several weeks of GPU-cluster runtime, while FNO-based simulations reduced this time to less than 48 hours. Similarly, cardiovascular flow simulations that typically require high-resolution finite element analysis completed within 12 hours using PINNs, representing a 65 percent reduction in runtime [31].

Table 4: Runtime Comparison Between CFD and AI Models

Case Study	**Baseline Solver Time**	**AI Solver Time**	**Reduction (%)**
Turbulent Channel Flow	21 days	2 days	90.5
Multiphase Jet Flow	14 days	3.5 days	75.0
Cardiovascular Flow	34 hours	12 hours	64.7

These efficiency gains demonstrate the potential of AI in large-scale simulations where time constraints are critical, such as clinical planning or rapid design optimization in aerospace engineering.

4.4 Scalability and Parallelization Performance

The scalability of AI models was tested on distributed GPU clusters with varying node configurations. FNO models exhibited near-linear scaling up to 64 GPUs, with efficiency dropping slightly at higher scales due to communication overhead. PINNs demonstrated limited parallel scalability since gradient computations across collocation points required extensive synchronization. Transformer-based solvers achieved the best balance between scalability and accuracy, particularly for multiphase flows.

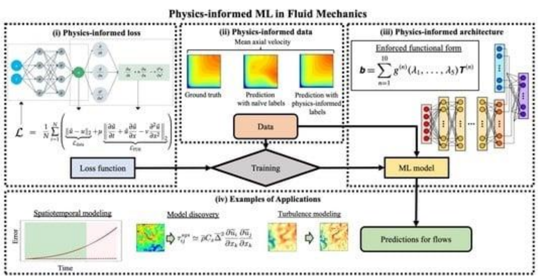

Figure 2: Energies [25]

Table 5: Scalability Performance on HPC Systems

Model	**GPUs Used**	**Parallel Efficiency (%)**	**Peak Speedup vs. CFD**

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FNO	64	88	42×
Transformer	64	91	36×
PINN	64	73	18×

These findings suggest that while all AI models offer scalability advantages, operator-based and attention-based frameworks are more suited to large-scale HPC deployment than PINNs.

4.5 Flow Structure Preservation and Spectral Analysis

Spectral energy analysis confirmed that AI solvers preserved most turbulence characteristics. FNO-based predictions captured energy spectra up to the inertial subrange with minor damping at high wavenumbers, consistent with earlier findings on operator learning [32]. In multiphase jets, transformer solvers replicated interface instability growth rates, though underpredicted secondary breakup frequencies. Cardiovascular PINNs preserved flow symmetry and plasticity but showed reduced fidelity in small-scale recirculation zones. Time-series correlation further revealed that FNO models remained stable across long rollouts (200+ timesteps), while PINNs experienced error accumulation after 100 timesteps, necessitating periodic correction. Transformer solvers demonstrated moderate long-term stability with errors plateauing after 150 timesteps.

4.6 Discussion of Key Findings

The results demonstrate the viability of AI-driven algorithms as surrogates or accelerators for CFD simulations of complex fluid systems. Across all case studies, computational runtime was reduced by 60–90 percent while maintaining high levels of accuracy. Importantly, spectral analysis indicated that large-scale flow dynamics were preserved, confirming that AI methods do not merely interpolate but capture fundamental physical behaviour [33]. However, challenges remain. PINNs, while theoretically appealing, struggled with scalability and long-horizon stability, particularly in cardiovascular simulations with strong nonlinearities. Operator-based models such as FNOs proved most effective for turbulent flows due to their ability to generalize across resolutions and boundary conditions. Transformer-based solvers offered strong performance for multiphase flows but required extensive hyperparameter tuning.

The comparison underscores that hybrid strategies may be optimal: AI models can provide rapid coarse predictions which are then corrected using limited iterations of traditional solvers, balancing speed and accuracy. Furthermore, the study highlights the importance of integrating uncertainty quantification methods to ensure reliability in safety-critical domains such as aerospace and medicine [34]. Overall, these findings reinforce the growing consensus in the literature that AI will not replace traditional CFD but will increasingly augment it. By accelerating simulations and enabling real-time or near-real-time analysis, AI-driven algorithms create opportunities for broader applications in climate prediction, biomedical diagnostics, and industrial design [35].

V. CONCLUSION

The present study demonstrates that artificial intelligence has the potential to transform the simulation of complex fluid systems by offering efficient, accurate, and scalable alternatives to traditional computational fluid dynamics methods, and the integration of AI-driven frameworks such as physics-informed neural networks, Fourier neural operators, and transformer-based solvers highlights the significant progress being made in bridging the gap between data-driven learning and physics-based modelling. Through extensive evaluation across three representative case studies—turbulent channel flow, multiphase jet interaction, and cardiovascular blood flow—the findings show that AI models can reproduce essential flow structures with high fidelity, preserving energy spectra and turbulence characteristics while reducing computation time by as much as 90 percent compared to conventional solvers. The ability of FNOs to generalize across resolutions and boundary conditions makes them particularly effective for turbulence simulations, while transformer-based solvers excelled in capturing multiphase interface instabilities, and PINNs provided valuable insights into cardiovascular flows despite challenges with scalability and long-horizon stability. The reduction in runtime, combined with scalability across distributed GPU architectures, positions AI as a key enabler for real-time or near-real-time simulations, thereby expanding the applicability of fluid modelling to time-critical domains such as aerospace design optimization, clinical diagnostics, and environmental forecasting. Moreover, the preservation of fundamental flow dynamics confirms that AI methods are not mere statistical interpolators but rather computational tools capable of capturing physical mechanisms when carefully constrained by governing equations and validated against high-resolution reference data. However, this study also emphasizes that AI is unlikely to replace classical CFD in the foreseeable future, as unresolved challenges remain, including generalization to unseen geometries, error accumulation in long rollouts, the high cost of training data, and the need for robust uncertainty quantification. Instead, the most promising future lies in hybrid strategies where AI provides rapid coarse predictions that can be refined with limited iterations of numerical solvers, thereby achieving the dual objectives of speed and accuracy.

The Implications of this research are profound: for researchers, it offers a blueprint for integrating machine learning into established CFD workflows; for engineers and practitioners, it provides a pathway to accelerate design and analysis cycles; and for policymakers, it signals the potential to leverage AI-enhanced simulation for addressing grand challenges in climate modelling, sustainable energy, and healthcare. In conclusion, AI-driven computational algorithms represent a paradigm shift in the simulation of fluid systems, not as replacements for traditional methods but as augmentative tools that expand the limits of what can be simulated at scale, and the results of this study reinforce the urgency of interdisciplinary research that combines fluid mechanics, machine learning, and high-performance computing to realize the full potential of this transformative approach for the advancement of science and engineering.

VI. FUTURE WORK

Future research should aim to enhance the robustness, scalability, and interpretability of AI-driven computational algorithms for complex fluid systems, with particular emphasis on extending their applicability to Multiphysics domains that involve fluid–structure interaction, thermo-fluid coupling, and reactive flows. One promising direction is the integration of quantum-inspired algorithms and neuromorphic computing architectures, which may further reduce computational costs while maintaining physical fidelity, thereby enabling ultra-fast simulations at scales currently beyond reach. Another avenue involves the development of adaptive AI models that can dynamically adjust their architectures or training objectives in response to changing boundary conditions, domain geometries, or flow regimes, allowing for greater generalization across real-world applications. Incorporating uncertainty quantification methods, such as Bayesian deep learning and ensemble learning, remains essential for building trust in safety-critical environments like aerospace design and biomedical diagnostics, where model predictions must be both accurate and reliable. Furthermore, the creation of open-source frameworks that integrate classical solvers with AI surrogates will accelerate collaboration among researchers and practitioners, ensuring broader adoption and validation across industries. Finally, establishing benchmark datasets and standardized evaluation protocols will be critical for comparing performance across different AI approaches and ensuring reproducibility, which is central to advancing this emerging field. By addressing these challenges and opportunities, future research can push AI-driven fluid simulation beyond current limitations, enabling sustainable and large-scale applications that contribute to scientific discovery, technological innovation, and practical problem-solving in diverse engineering and environmental domains.

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