

EASA eRules

Easy Access Rules in machine-readable format (XML)

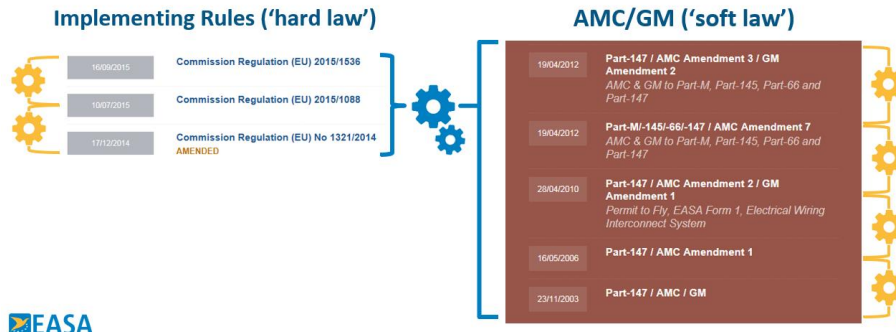
Your safety is our mission.

Agenda

TIME	SUBJECT	SPEAKER
10:00 – 10:05	Welcome and presentation of the presenters	Anna Ngu
10:05 – 10:10	Overview of the eRules project	Anna Ngu
10:10 – 10:20	Data structure in eRules	Anna Ngu/ Steffen Frederiksen
10:20 – 10:50	The choice of the XML format & how it can be used	Steffen Frederiksen
10:50 – 11:20	Answering questions received prior to the event	Steffen Frederiksen
11:20 – 12:00	Answering ad-hoc questions about the XML format	Steffen Frederiksen

Trigger for eRules

- Lack of single source of rules
- Complexity of European aviation regulatory system
- Inefficiency in internal and external processes



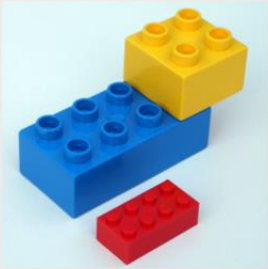
What is eRules?

- Platform for managing aviation rules based on a Component Content Management System (CCMS)
- Easy Access Rules are published from eRules

eRules =
structured data

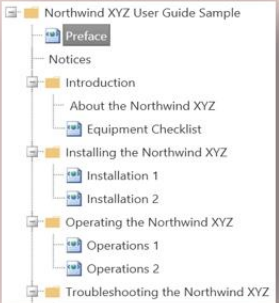
The screenshot displays the eRules platform interface. On the left, a navigation tree shows a hierarchy of rules, with 'ARO.GEN.120 Means of compliance' selected. Two green arrows point from this node to the labels 'IR' and 'AMC/GM'. The main content area on the right shows the text of the selected rule, titled 'ARO.GEN.120 Means of compliance'. The text includes a list of paragraphs (a) through (d) and a list of numbered points (1) through (3) under paragraph (d). The interface also features a top navigation bar with various icons and a search bar.


Units of information – Lego analogy

eRules	LEGO
Topic modules	Bricks
Topic	
Concept	
Reference	
Task	
DITA map	Model/building set

Topic (minimal):

1. Title
2. Metadata
3. Content (text)
4. Only one content type





Content is divided into **topics**

Topics are assembled into **maps**

Division of the content into ‘topics’

- A “TOPIC” is the smallest unit of information that makes sense to the reader, in standalone mode.

26.105 Emergency exit access

Regulation (EU) 2015/640

Operators of large aeroplanes used in commercial air transport shall provide means to facilitate the rapid and easy movement of each passenger from their seat to any of the emergency exits in case of an emergency evacuation.

CS 26.105 Emergency exit access

ED Decision 2020/023/R (applicable from 26.2.2021)

Compliance with point [26.105](#) of Part-26 is demonstrated by complying with CS 25.813(d) to (f) or equivalent, or with the following:

- (a) Reserved.
- (b) If it is necessary to pass through a passageway between passenger compartments to reach any required emergency exit from any seat in the passenger cabin, the passageway is unobstructed. However, curtains may be used if they allow free entry through the passageway.
- (c) No door is installed in any partition between passenger compartments.

Set of metadata attached to every topic

Map Options

Search

Search for topic

Map Title

- 26.10 Competent authority
- 26.20 Temporary inoperative equipment
- 26.30 Demonstration of compliance
 - 26.30(a) Demonstration of compliance
 - 26.30(b)(c) Demonstration of compliance
- SUBPART B — LARGE AEROPLANES
 - 26.50 Seats, berths, safety belts, and harnesses
 - CS 26.50 Seats, berths, safety belts, and harness
 - GM1 26.50(c) Cabin crew seat location with
 - 26.60 Emergency landing – dynamic conditions
 - CS 26.60 Emergency landing – dynamic conditio
 - GM1 26.60 Emergency landing – dynamic cc
 - 26.100 Location of emergency exits
 - CS 26.100 Location of emergency exits
 - 26.105 Emergency exit access**
 - CS 26.105 Emergency exit access
 - 26.110 Emergency exit markings
 - CS 26.110 Emergency exit markings
 - GM1 26.110(d) Universal symbolic exit signs
 - GM1 26.110(e)(4) Emergency Exit Markings
 - 26.120 Interior emergency lighting and emergency I
 - CS 26.120 Interior emergency lighting and emer
 - 26.150 Compartment interiors
 - CS 26.150 Compartment interiors
 - GM1 26.150(a) Compartment interiors
 - GM1 26.150(c) Compartment interiors
 - GM1 26.150(d) Compartment interiors
 - 26.155 Flammability of cargo compartment liners

EDIT

Save Cancel Paste Copy Delete Item

Commit Clipboard Actions

Secondary applicability date

In cases where content is applicable on two dates, enter the second date here.

DxKeywords

Amended by

EASACategory

Aircraft category: Large aeroplanes;

Aircraft use: Commercial air transport (CAT);

Aircraft registry: EU-registered;

Technical subject matter: ATA 25;

General Aviation

Deleted

Used to indicate that a topic is no longer applicable.

Regulated entity: Aircraft operator;

Regulatory source: Regulation (EU) 2015/640

Type of content: IR (Implementing rule)

ICAOreference: Annex 6;

Activity type: Aircraft operations;

Domain: Additional airworthiness specifications; Air operations;

Version: 1.1

Created at 7/28/2017 17:48 by DxAppModel on behalf of ditaremove remote

Save Cancel

Metadata Properties

Search in meta data

Key	Values
Regulatory source	Regulation (EU) 2015/640
Regulatory subject	Part-26
Amended by	No
Aircraft category	Large aeroplanes
Type of content	IR (Implementing rule)
Equivalent sign	FAA Part-121

Comments

Where Used Info

Related Links

Topic in XML

AutoSave Off Part-26 in XML.xml • Saved ▾ Steffen Frederiksen

File Home Insert Draw Design Layout References Mailings Review View Developer Help DitaExchange

My Add-ins ▾

EASA Easy Access Rules for Additional Airworthiness Specifications (Regulation (EU) 2015/640) Annex I (Part-26) SUBPART B – LARGE AEROPLANES

CS 26.100 Location of emergency exits

ED Decision 2020/023/R (applicable from 26.2.2021)

Compliance with point 26.100 of Part-26 is demonstrated by complying with the following:

If one or more emergency exits are deactivated, the distance(s) between the remaining exits is (are) no more than 18.3 m (60 feet) from any adjacent passenger emergency exit on the same side of the same deck of the fuselage, as measured parallel to the aeroplane's longitudinal axis between the nearest exit edges.

[Issue: 26/3]

26.105 Emergency exit access

Operators of large aeroplanes used in commercial air transport shall rapid and easy movement of each passenger from their seat to any convenient emergency evacuation.

Page 28 of 97 27423 words English (United States) Focus

```
<w:sdt>
  <w:sdtPr>
    <w:alias w:val="topic"/>
    <w:tag w:val="topic"/>
    <w:id w:val="1689902351"/>
    <w:richText/>
  </w:sdtPr>
</w:sdtContent>
<w:p w:rsidR="00CE76DD" w:rsidP="00CE76DD" w:14:paraId="6C70CFE8"
  <w:p w:rsidR="00CE76DD" w:rsidPr="00CE76DD" w:rsidP="00CE76DD"
  <w:p w:rsidR="00CE76DD" w:rsidRPr="00CE76DD" w:rsidP="00BD410A"
  <w:p w:rsidR="00BE755A" w:rsidP="00BD410A" w:14:textId="150581AE">
    <w:pPr>
      <w:r w:rsidRPr="00CE76DD">
        <w:t xml:space="preserve">If one or more emergency exits are deactivated, the distance(s) between the
          remaining exits is (are) no more than 18.3 m (60 feet) from any adjacent passenger emergency exit
          on the same side of the same deck of the fuselage, as measured parallel to the aeroplane's
          longitudinal axis between the nearest exit edges.</w:t>
      </w:r>
    </w:p>
  </w:p>
  <w:p w:rsidR="000279B1" w:rsidRPr="00CE76DD" w:rsidP="000B4A1E"
</w:sdtContent>
</w:sdt>
```


Map in XML

Word/PDF TOC

The screenshot shows a Microsoft Word document with a Table of Contents (TOC) for 'SUBPART B — LARGE AEROPLANES'. The TOC lists various sections and their corresponding page numbers. The document is titled 'integ...' and is opened by 'Steffen Frederiksen'. The status bar at the bottom indicates 'Page 10 of 100', '26730 words', and '80%' zoom.

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CS 26.50 Seats, berths, safety belts, and harnesses.....	24
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CS 26.160 Lavatory fire protection.....	42
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Powered by EASA eRules Page 10 of 100 | Jan 2023

Export XML (and map) structure

```
<er:heading sdt-id="736686409" title="SUBPART B — LARGE AEROPLANES"/>
<er:toc>
  <er:topic sdt-id="593794994" source-title="26.50 Seats, berths, safety belts, and
  <er:toc>
    <er:topic sdt-id="-736622335" source-title="CS 26.50 Seats, berths, safety be
    <er:toc>
      <er:topic sdt-id="879449670" source-title="GM1 26.50(c) Cabin crew seat lo
      </er:toc>
    </er:toc>
  </er:topic>
  <er:topic sdt-id="1186377145" source-title="26.60 Emergency landing - dynamic cond
  <er:toc>
    <er:topic sdt-id="-1748360523" source-title="CS 26.60 Emergency landing - dyna
    <er:toc>
      <er:topic sdt-id="95076102" source-title="GM1 26.60 Emergency landing - dy
      </er:toc>
    </er:toc>
  </er:topic>
  <er:topic sdt-id="-1966231053" source-title="26.100 Location of emergency exits"
  <er:toc>
    <er:topic sdt-id="1689902351" source-title="CS 26.100 Location of emergency ex
    </er:toc>
  </er:topic>
  <er:topic sdt-id="-455773973" source-title="26.105 Emergency exit access"
  <er:toc>
    <er:topic sdt-id="949973199" source-title="CS 26.105 Emergency exit access"
    </er:toc>
  </er:topic>
  <er:topic sdt-id="-486372749" source-title="26.110 Emergency exit markings"
  <er:toc>
    <er:topic sdt-id="-1048356124" source-title="CS 26.110 Emergency exit markings
    <er:toc>
      <er:topic sdt-id="-165599634" source-title="GM1 26.110(d) Universal symbol
```

Metadata in XML

```
<er:topic
  sdt-id="1689902351"
  source-title="CS 26.100 Location of emergency exits"
  ERulesId="ERULES-1963177438-2927"
  Domain="Additional airworthiness specifications;Air operations;"
  ActivityType="Aircraft operations;"
  AircraftUse="Commercial air transport (CAT);"
  AircraftCategory="Large aeroplanes;" AmendedBy="CS Issue 3;"
  ApplicabilityDate="26 February, 2021"
  EntryIntoForceDate="18 December, 2020"
  EquivalentForeignRegulation="FAA Part-121;" ICAOReference=""
  Keywords="MEL"
  RegistryState="EU-registered;"
  RegulatedEntity="Aircraft operator;"
  RegulatorySource="ED Decision 2020/023/R"
  RegulatorySubject="Part-26;CS-26;"
  TechnicalSubjectMatter="ATA 25;ATA 26;"
  TypeOfContent="CS (Certification specification);"
  ParentIR="26.100 Location of emergency exits"
  EASACategory=""/>
```

```
<w:sdt>
  <w:sdtPr>
    <w:alias w:val="topic"/>
    <w:tag w:val="topic"/>
    <w:id w:val="1689902351"/>
    <w:richText/>
  </w:sdtPr>
  <w:sdtContent>
    <w:p w:rsidR="00CE76DD" w:rsidP="00CE76DD" w:l4:pa
    <w:p w:rsidR="00CE76DD" w:rsidRPr="00CE76DD" w:rs
    <w:p w:rsidR="00CE76DD" w:rsidRPr="00CE76DD" w:rs
    <w:p w:rsidR="00BE755A" w:rsidP="00BD410A" w:l4:te
      <w:pPr>
        <w:r w:rsidRPr="00CE76DD">
          <w:t xml:space="preserve">If one or more
            remaining exits is (are) no more than
            on the same side of the same deck of
            longitudinal axis between the nearest
          </w:r>
        </w:p>
      <w:p w:rsidR="000279B1" w:rsidRPr="00CE76DD" w:rs
    </w:sdtContent>
  </w:sdt>
```

Easy Access Rules – available in 3 formats



PDF format – from 2017

- Consolidated, structured content
- Ca. 140 consolidated books published on the website



Online publication – from 2020

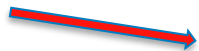
- Adjustment to mobile views (tablets, phones)
- Online filters to provide a view tailored to users' needs



XML format

- Machine-readable format – for integration with stakeholders' applications

Easy Access Rules – available in 3 formats



Regulations

Navigate through the regulation structure by area of implementation.

Access detailed information for each individual regulation group by clicking on the title in the first column of the overview below.

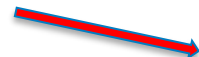


[Download the Regulation Structure in PDF](#)

[Basic Regulation](#)

Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency

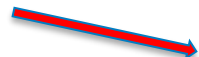
- **Easy Access Rules:** [Basic Regulation \(Regulation \(EU\) 2018/1139\)](#)






[Initial Airworthiness](#)

Commission Regulation (EU) No 748/2012 of 3 August 2012 - Airworthiness and Environmental Certification

- **Easy Access Rules:** [Airworthiness and Environmental Certification \(Regulation \(EU\) No 748/2012\)](#)

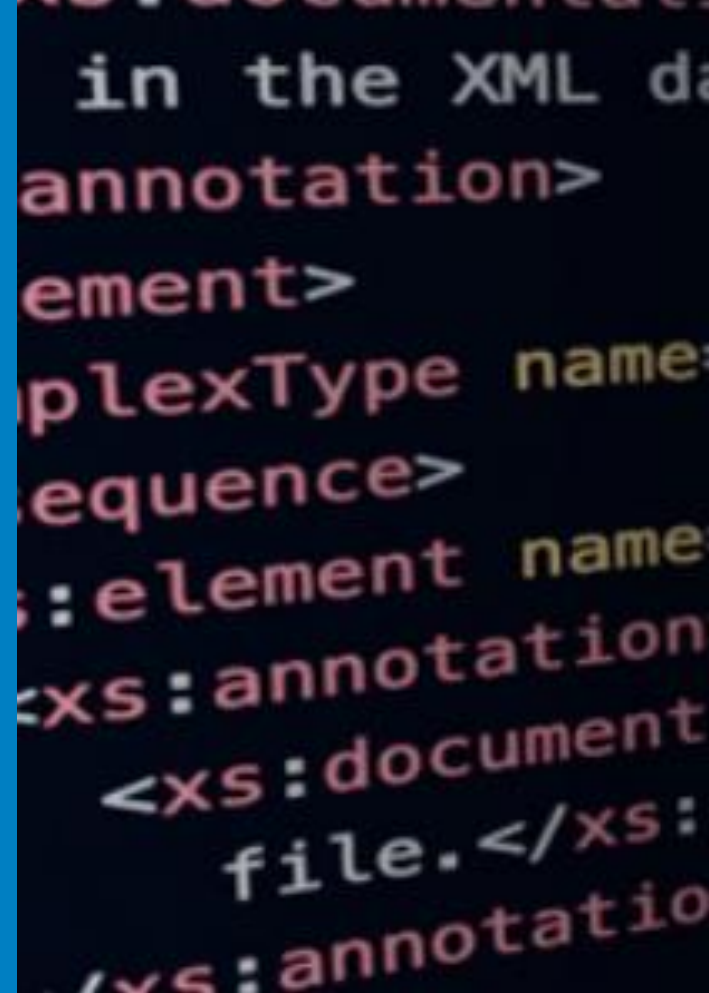


Publications

-  [Easy Access Rules for Airworthiness and Environmental Certification \(Regulation \(EU\) No 748/2012\)](#) (Online format)
-  [Easy Access Rules for Airworthiness and Environmental Certification \(Regulation \(EU\) No 748/2012\)](#) (PDF)
-  [Easy Access Rules for Airworthiness and Environmental Certification \(Regulation \(EU\) No 748/2012\)](#) (XML)

[View technical XML documentation](#)

The choice of the XML format and how it can be used



Why XML or why not ...?



Why XML and Why Office Open XML (ECMA-376, ISO/IEC 29500)?

- Requirements for the EASA eRules export format:
 - Support as many different stakeholder use cases as possible, from the simplest to the most complex
 - High fidelity – no loss of information – no loss of the modular structure
 - Support for content validation
 - Self-contained, one file – encapsulating graphics objects, formulas, even 3rd party formats (e.g. Math, Chemical)
 - Editable, human-readable and machine-readable
 - International standard
 - Fully documented
 - Rich set of editors, tools, and interfaces (APIs) must be available

eRules XSLT transformation example

→ XML to JSON example:

```
<json>
{"topic" :{
  "metadata" :{
    "source-title" :{"val" : "CS 26.100 Location of emergency exits", },
    "ERulesId" :{"val" : "ERULES-1963177438-2927", },
    "Domain" :{"val" : "Additional airworthiness specifications;Air operations;", },
    "ActivityType" :{"val" : "Aircraft operations;", },
    "AircraftUse" :{"val" : "Commercial air transport (CAI);", },
    "alias" :{"val" : "topic", },
    "id" :{"val" : "1689902351", }
  },
  "content" :{
    "t" : " If one or more emergency exits are deactivated, the distance(s) between the
    remaining exits is (are) no more than 18.3 m (60 feet) from any adjacent passenger emergency exit
    on the same side of the same deck of the fuselage, as measured parallel to the aeroplane's
    longitudinal axis between the nearest exit edges." }
  }
}
</json>
```


Editors and other tools

→ Editors

- Any XML or text editor/coding tool that can handle large files (1-10MB)
- Microsoft Word (as a viewer and quick validator of the format)

→ Other tools and standards:

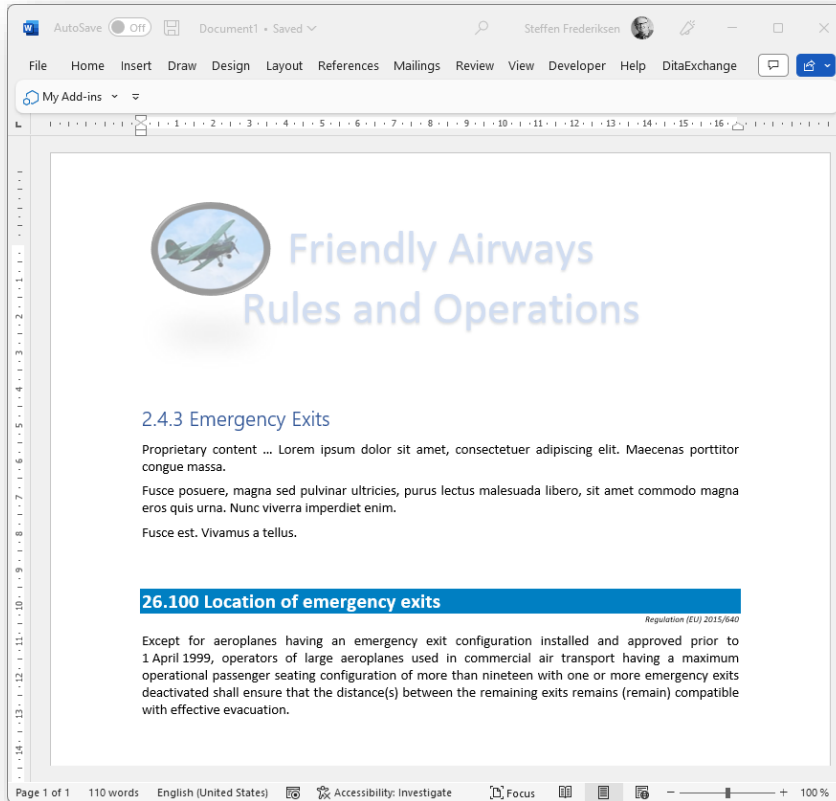
- XML DOM, XSLT, XSD Schema, and XPath
- Open XML SDK

How it can be used?



- From simple to complex use cases
 - Simply add your proprietary content and formatting, and print
 - Transform as needed and import into existing applications
 - Import into existing regulatory application
 - Import into knowledge portals
 - Import into existing CCMS
 - Import into existing database
 - Automated impact analysis on rule changes (by linking and using ERulesId)

Authoring Proprietary Standard Operating Procedures (SOPs)



AutoSave Off Document1 - Saved

Steffen Frederiksen

File Home Insert Draw Design Layout References Mailings Review View Developer Help DitaExchange

My Add-ins

Friendly Airways Rules and Operations

2.4.3 Emergency Exits

Proprietary content ... Lorem ipsum dolor sit amet, consectetur adipiscing elit. Maecenas porttitor congue massa.

Fusce posuere, magna sed pulvinar ultricies, purus lectus malesuada libero, sit amet commodo magna eros quis urna. Nunc viverra imperdiet enim.

Fusce est. Vivamus a tellus.

26.100 Location of emergency exits

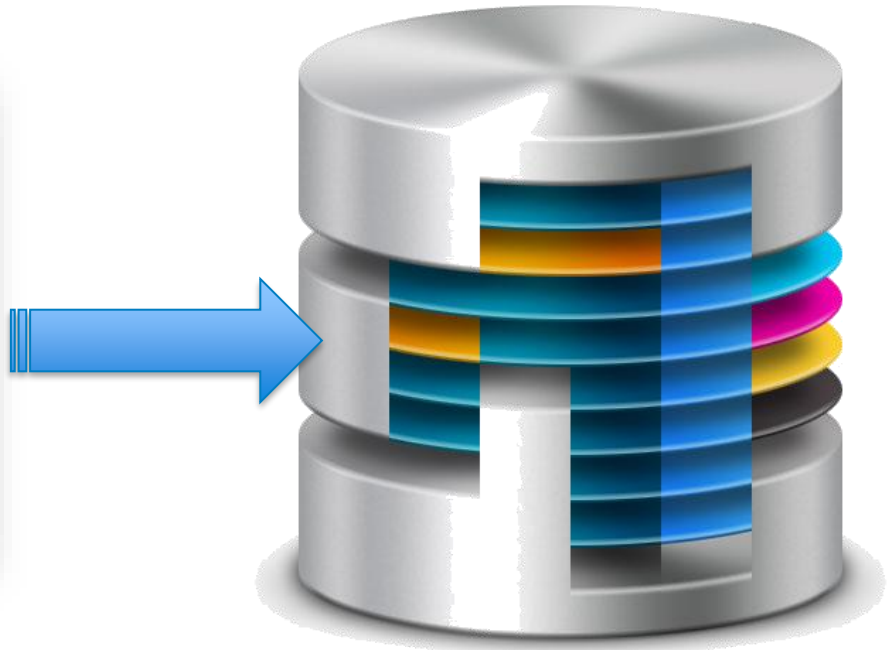
Regulation (EU) 2015/640

Except for aeroplanes having an emergency exit configuration installed and approved prior to 1 April 1999, operators of large aeroplanes used in commercial air transport having a maximum operational passenger seating configuration of more than nineteen with one or more emergency exits deactivated shall ensure that the distance(s) between the remaining exits remains (remain) compatible with effective evacuation.

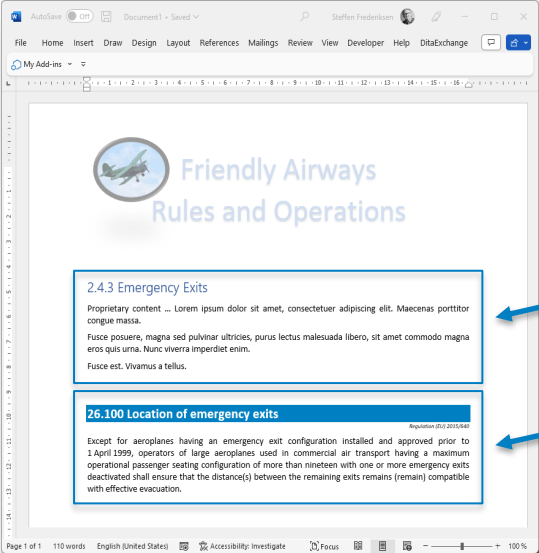
Page 1 of 1 110 words English (United States) Accessibility: Investigate Focus 100%

Import to a database application

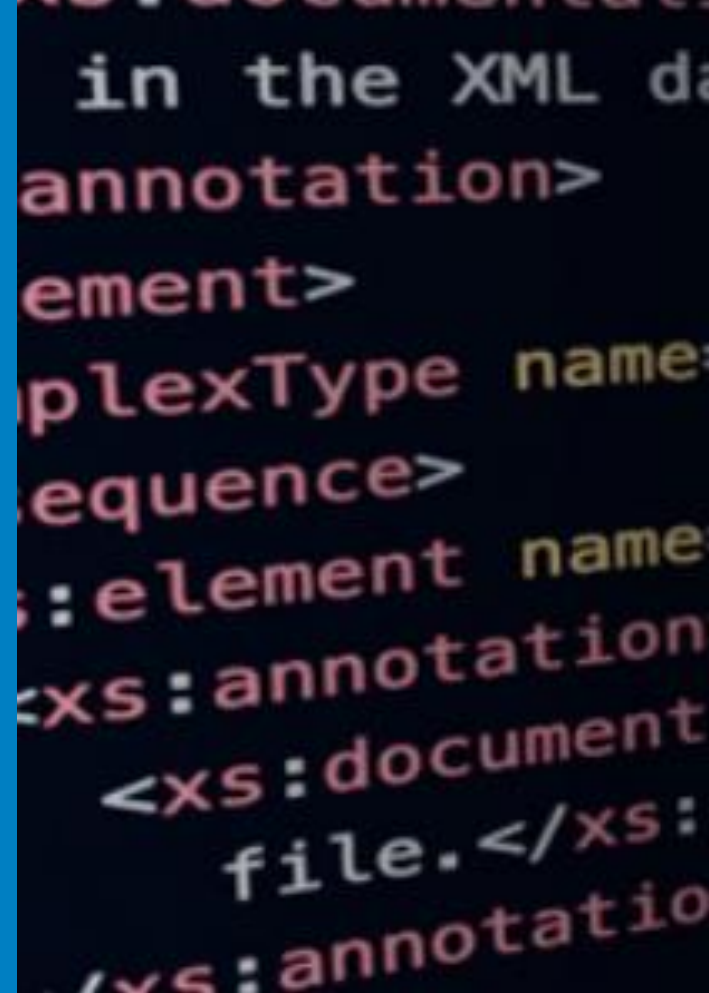
```
SQL-RECORD[Guid("2E2B9C47-B7E2-4D37-97C9-998E3489F8C6")]
source-title="CS 26.100 Location of emergency exits"
ERulesId="ERULES-1963177438-2927"
Domain="Additional airworthiness specifications;Air operations;"
ActivityType="Aircraft operations;"
AircraftUse="Commercial air transport (CAT);"
AircraftCategory="Large aeroplanes;" AmendedBy="CS Issue 3;"
ApplicabilityDate="26 February, 2021"
EntryIntoForceDate="18 December, 2020"
EquivalentForeignRegulation="FAA Part-121;" ICAOReference=""
Keywords="MEL" RegistryState="EU-registered;"
RegulatedEntity="Aircraft operator;"
RegulatorySource="ED Decision 2020/023/R"
RegulatorySubject="Part-26;CS-26;"
TechnicalSubjectMatter="ATA 25;ATA 26;"
TypeOfContent="CS (Certification specification);"
ParentIR="26.100 Location of emergency exits" EASACategory=""
ContentBLOB="1689902351"
```



Integrate into existing CCMS application



Previous questions - and answers



Frequently Asked Questions –

<https://www.easa.europa.eu/en/the-agency/faqs/easy-access-rules-xml>

The screenshot shows the EASA website's 'Easy Access Rules XML' FAQ page. The page has a blue header with the EASA logo, 'EASA Pro' branding, and a search bar. A navigation menu includes 'Home', 'The Agency', 'Newsroom & Events', 'Domains', 'Regulations', and 'Document Library'. The main content area features a breadcrumb trail: 'Home / The Agency / Frequently Asked Questions / Using the FAQ / Easy Access Rules XML'. Below the breadcrumb is a search bar with 'SEARCH' and 'RESET' buttons, and an 'EXPAND ALL QUESTIONS' button. Three FAQ items are visible, each with a 'Was this helpful?' rating:

- How to find and extract the images embedded in the OOXML flat file?**
Was this helpful? YES (2) NO (0)
- Since the format of the formulas inside OOXML is OMML, can you recommend a way to transform those to MathML (which is the standard for HTML)?**
Was this helpful? YES (1) NO (0)
- How can we import the XML into an SQL database?**
Was this helpful? YES (0) NO (0)

A left-hand sidebar contains a 'Frequently Asked Questions' section with a tree view of categories: 'Using the FAQ', 'The Agency', 'EU restrictive measures against Russia', 'Brexit', 'Regulations', 'Airworthiness Directives (ADs)', 'Acceptable Means of Compliance (AMC) and Alternative Means of Compliance (AimOC)', and 'Alternative Method of Compliance (AMOC) to an Airworthiness Directive (AD)'.

How to identify changes?

When an amended version of a rule is published in the XML format, is there a way to determine what are the changes compared to a previous version? 

There are several ways to make a comparison. One is to simply - programmatically - compare the two XML files and extract the changes. In addition to that or as an alternative to this method, you can use the attribute `topic-metadata/@RegulatorySource`. When a topic which appears in one version of a publication is modified in a subsequent version, the value of its attribute `topic-metadata/@RegulatorySource` changes.

For example: The topic with the identifier `ERulesId="ERULES-1963177438-2548"` was present in one version of a rule with the value of the attribute `topic-metadata/@RegulatorySource = "ED Decision 2014/012/R"` If the topic's content is modified in the next version of the rule, then the attribute `topic-metadata/@RegulatorySource` will receive a new value corresponding to the decision that approved the change, for example `topic-metadata/@RegulatorySource = "ED Decision 2018/009/R"`

 Was this helpful? (1) (0)


How to identify changes?

When an amended version of a rule is published in the XML format, is there a way to determine what are the changes compared to a previous version? ^

There are several ways to identify changes. In addition to the XML format, you can use the EASA website. When a topic which appears in the metadata/@RegulatorySource attribute of the XML file, you can extract the regulatory source. To identify the topic, you can contribute topic-specific information with the file with the identifier defined in the next section of the decision.

For example: The topic with the value of the attribute regulatorySource in the XML file of the previous version of the rule, then you can identify the decision that approved the change.

```
<er:topic
  sdt-id="1689902351"
  source-title="CS 26.100 Location of emergency exits"
  ERulesId="ERULES-1963177438-2927"
  Domain="Additional airworthiness specifications;Air operations;"
  ActivityType="Aircraft operations;"
  AircraftUse="Commercial air transport (CAT);"
  AircraftCategory="Large aeroplanes;" AmendedBy="CS Issue 3;"
  ApplicabilityDate="26 February, 2021"
  EntryIntoForceDate="18 December, 2020"
  EquivalentForeignRegulation="FAA Part-121;" ICAOReference=""
  Keywords="MEL"
  RegistryState="EU-registered;"
  RegulatedEntity="Aircraft operator;"
  RegulatorySource="ED Decision 2020/023/R"
  RegulatorySubject="Part-26;CS-26;"
  TechnicalSubjectMatter="ATA 25;ATA 26;"
  TypeOfContent="CS (Certification specification);"
  ParentIR="26.100 Location of emergency exits"
  EASACategory=""/>
```

 Was this helpful? YES

AMC/GM related to IR – how do I identify the relationship in the XML file?



In PDF

5.2.19 Attribute topic-metadata / @ParentIR

Description Identification of the 'parent-child' relationship in a nested structure. Typically, the IR/CS are 'parent' topics. That relationship, however, can also be used for 'child' topics. This attribute holds the title of the 'parent' topic. For example, for each AMC/GM in a consolidated table of contents (ToC) the following condition is met:

- the topic has a direct topic parent in the table of contents (ToC) hierarchy

```
<er:topic sdt-id="--173277623"
  source-title="ADR.OR.B.015 Application for a certificate"
  ERulesId="ERULES-1963177438-2088" Domain="Aerodromes;"
  ActivityType="Certification;" AircraftUse="" AircraftCategory=""
  AmendedBy=""
  ApplicabilityDate="6 March, 2014 [point ADR.OR.B.015(b) (2) (ii) until 26 January 2022]"
  EntryIntoForceDate="6 March, 2014" EquivalentForeignRegulation=""
  ICAOReference="Annex 14;"
  Keywords="Initial certification; application form; CB proposal; ELOS proposal; certification decision;
  certification request; aerodrome design; proposed design; proposed facilities; certification form"
  RegistryState="" RegulatedEntity="Aerodrome operator;"
  RegulatorySource="Implementing Regulation (EU) 2020/469"
  RegulatorySubject="Part-ADR.OR;" TechnicalSubjectMatter=""
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