

Ab/MOL/9031

11th September, 2012

Ms Ana María Pastor Julián
Secretario De Estado De Transportes
Ministerio De Fomento
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OPEN LETTER

Dear Minister,

I write to you as Chief Executive of the largest airline in Spain and one of the few airlines that is growing traffic, tourism and jobs in the Spanish economy when traffic at many of AENA's Spanish airports in 2012 is declining. Given Ryanair's enormous investment in Spain, we wish to object to, and call on you to take action against the leaking of false information attributed to the Fomento in yesterday's article (10th Sept) in El Mundo. This article falsely claims that Ryanair has caused 1,201 "security" incidents in 6 months, and reports an *unidentified "report issued by AESA"* which appears to deliberately combine safety issues with non safety issues relating to passenger ID's, carry-on baggage rules and the Irish Government's ban on passengers carrying guns on Irish registered aircraft (such as Spanish off-duty police or military personnel)

May I draw your attention to the following FACTS:

1. Ryanair is not a "foreign" airline. We are a European airline, with exactly the same rights, entitlements and safety obligations as all other European airlines including Iberia, Vueling, BA, Lufthansa and Air France.
2. Ryanair has an outstanding 28 year safety record, and complies fully with EU JAR Ops, the highest European operating and safety standards.
3. Ryanair is a JAR145 approved maintenance organisation, again the highest possible EU and worldwide standard.
4. As the largest passenger airline in Europe (with more daily flights than any other airline), we occasionally encounter diversions, tech problems or other inflight incidents and in all cases Ryanair's pilots comply fully with the safety and operating regulations of the European Union.
5. Whenever there is a flight "incident" such as the 3 fuel emergency procedures in Valencia on 26th July last, these incidents are reported to, and investigated by the competent European safety authorities who investigate each incident and publish their factual reports. These reports will in due course confirm that Ryanair's pilots complied fully with the EU regulations and that there were no safety breaches on 26 July last.

Please publish the “*AESA Report*” referred to in the El Mundo article on 10th Sept, which appears to make false claims against Ryanair’s safety and/or operating procedures. Please now also explain why the Fomento is secretly briefing Spanish newspapers with false claims about Ryanair’s outstanding 28 year safety record, and our daily compliance with the highest EU operating and safety procedures which apply to all EU airlines.

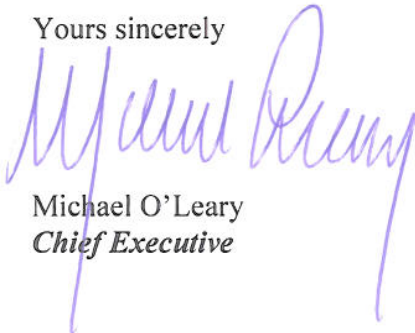
As you are aware, the Director of AESA and AESA’s Head of Legal are currently the subject of criminal proceedings for falsifying files in Ryanair cases to wrongly claim that Ryanair was in breach of Spanish law and procedures, when in fact we were not. This criminal forgery of documentation by AESA, and yesterday’s false briefings to El Mundo by officials demonstrates that AESA is not complying with its safety obligations, but is instead engaged in an unacceptable campaign to damage the good name and 28 year safety record of Ryanair, Europe’s leading airline.

Please advise what action you will now take to confine AESA to overseeing its safety obligations, and to prevent further document forgery or false media leaking against Ryanair.

Finally, I attach herewith some independent confirmation which shows that Spanish airlines including Iberia and Vueling also experience similar levels of routine safety and flight related incidents as Ryanair by reference to their volume of flights. Can you please explain why Ryanair’s information (but not the similar incidents of Spanish airlines) is being leaked to the Spanish media by the Fomento, or why you are not proposing “*tough penalties*” against these Spanish airlines, each of whom delivers exactly the same outstanding air safety that Ryanair does, but without being subjected to false and inaccurate claims (or forged documents) by AESA and the Fomento in the Spanish media?

I look forward to providing you with copies of the safety reports into the 3 Valencia fuel emergency procedures when they are published in the next couple of weeks and these reports will confirm that Ryanair’s pilots acted at all times in accordance with the highest EU operating standards and fully complied with all EU, Irish and Spanish safety obligations.

Yours sincerely



Michael O’Leary
Chief Executive

The Aviation Herald

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Search results for "iberia"

- I** Iberia Express A320 at Madrid on Sep 1st 2012, engine failure
- I** Iberia A343 near Montevideo on Aug 30th 2012, electrical problem
- I** ~~Vladivostok A320 near Irkutsk on Jul 19th 2012, autoflight system failure~~
- I** ~~AeroBratsk YK40 near Kirensk on Jul 4th 2012, engine shut down in flight~~
- I** Iberia Express A320 near Madrid on Jun 26th 2012, engine shut down in flight
- I** ~~Vin B752 near Novosibirsk on Jun 24th 2012, engine shut down in flight~~
- I** ~~Nordstar AT42 at Krasnoyarsk on Jun 5th 2012, engine fire indication~~
- I** Iberia A321 at Madrid on Jun 3rd 2012, bird strike
- I** Iberia A321 near Paris on May 30th 2012, navigation and communication problems
- I** Iberia A343 near Madrid on May 18th 2012, hydraulic failure
- A** Iberia A343 at Madrid on May 13th 2012, bird strike
- I** ~~Globus B738 near Novosibirsk on May 14th 2012, engine shut down in flight~~
- I** -Brussels A319 and Iberia A320 at Barcelona on Feb 8th 2012, loss of separation on final approach
- I** Air Nostrum CRJ9 at Turin on Jan 30th 2012, bird strike
- I** Iberia A321 at Madrid on Feb 27th 2012, bird strike
- I** Iberia A319 near Vienna on Feb 15th 2012, lightning strike
- I** Iberia A343 at Madrid on Feb 5th 2012, flaps problem
- I** Iberia A321 at Tenerife on Nov 12th 2011, landed with runway unclear

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Search results for "vueling"

- A** Vueling A320 at Berlin on Aug 29th 2012, 4.1G landing and tail strike
- I** Vueling A320 near La Coruna on Sep 1st 2012, knife found in cabin
- I** Vueling A320 near Amsterdam on Aug 29th 2012, intermittent loss comm
- I** Vueling A320 at Menorca on Aug 23rd 2012, rejected takeoff
- I** Vueling A320 near Amsterdam on Jul 8th 2012, medical emergency
- I** Vueling A320 at Pisa on Jul 8th 2012, hydraulic problems
- I** Vueling A320 at Sevilla on Apr 20th 2011, nose wheels tilted 90 degrees on landing
- I** Vueling A320 near Amsterdam on Mar 8th 2012, hydraulic leak
- I** Vueling A320 at Paris on Nov 29th 2011, open cargo door indication
- I** Vueling A320 at Sevilla on Apr 20th 2011, nose wheels tilted 90 degrees on landing
- I** Vueling A320 near Vienna on May 8th 2011, lightning strike
- R** Vueling A320 near Barcelona on May 28th 2006, wake turbulence injures 7
- I** Vueling A320 near Naples on Mar 27th 2011, passenger oxygen masks came down
- I** Vueling A320 at Paris on Nov 26th 2010, runway excursion
- I** Vueling A320 near Barcelona on Nov 12th 2010, hydraulic leak
- I** Vueling A320 near Sevilla on Oct 1st 2010, technical problems
- I** Vueling A320 at Barcelona on Aug 27th 2010, bird strike
- I** Vueling A320 at Granada on Aug 22nd 2010, hydraulic failure
- I** Vueling A320 at Sevilla on Apr 26th 2010, bird strike