

National Transportation Safety Board

Office of The Chairwoman

Washington, DC 20594



July 22, 2026

Capt. Frank Zammit
Chief Executive Officer
Investigation Unit
Bureau of Air Accident Investigation
Birkirkara, Malta
[REDACTED]

Mr. Michael O'Leary
Group Chief Executive Officer
Ryanair
Swords, County Dublin, Ireland
[REDACTED]

Re: NTSB Investigation No. DCA26FA274
Uncontained No.2 engine failure, followed by cabin decompression
July 10, 2026
Polykastro, Greece

Dear Capt. Zammit and Mr. O'Leary:

The National Transportation Safety Board (NTSB) recently became aware of statements Mr. O'Leary made on July 20, 2026, during a public earnings call, attended by members of the media, regarding the accident involving a Boeing 737-8AS operated by Malta Air (a wholly owned subsidiary of Ryanair Holdings) after takeoff from Thessaloniki, Greece, on July 10, 2026. This letter serves as a reminder of the obligations that apply to Ryanair as a technical adviser to the investigation. Under Annex 13 of the International Civil Aviation Organization (ICAO), the NTSB has been delegated as the lead investigative authority for the accident investigation and thus, accredited representatives and their technical advisers may not release investigative information without the NTSB's express consent. Accordingly, Ryanair must take all reasonable steps to ensure that potential investigative information is protected from public release.

Annex 13, Standard 5.26(b) provides that accredited representatives and their advisers "shall not divulge information on the progress and the findings of the investigation without the express consent of the State conducting the investigation." Prior to the NTSB's adoption of the final report regarding this accident, only appropriate NTSB personnel are authorized to publicly disclose investigative findings, and even then, are limited to verified factual information identified during the course of the investigation. Accredited representatives and technical advisers may not reveal information concerning the status of the investigation or weigh in on potential findings without the NTSB's

express permission. This restriction includes both on- and off-the-record statements and interviews.

Notwithstanding these requirements, according to a transcript of the call, which was widely reported on by the media (including a Reuters news article published on July 20, 2026), Mr. O'Leary stated that an initial finding from the investigation has suggested that the accident was caused by "foreign object damage" and was not due to the aircraft's age or servicing conditions. The NTSB is currently investigating that accident and therefore, accredited representatives and their technical advisers are prohibited from making any comments regarding the potential cause of the event or otherwise conveying potential investigative information. The NTSB has not made any such determination, and our investigators have not yet ruled out age or servicing issues as contributing to this event. Mr. O'Leary's public statements violate Annex 13 as they provide an opinion and analysis of the accident and suggest potential areas of interest in the ongoing investigation. Because failure to comply with Annex 13's restrictions, depending on the investigative relevance and accuracy of such information, may impact the integrity of the investigation, I urge Mr. O'Leary to refrain from further public statements regarding the investigation while it is ongoing.

For any questions regarding the restrictions described above, please contact Mr. Doug Brazy, the NTSB's investigator-in-charge for this investigation, at [REDACTED] or [REDACTED]

Sincerely,



Jennifer Homendy
Chairwoman

Encl.

cc: Capt. Emvic Debono, Accredited Representative, Bureau of Air Accident Investigation, Malta
Mr. Timmy O'Keeffe, Technical Adviser, Ryanair
Mr. Doug Brazy, Investigator-in-Charge, NTSB